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OF
RAILWAY COMMISSIONERS
OF
C A N A D A .

R E P O R T
OF
SAMUEL KEEFER, ESQ.,
INSPECTOR OF RAILWAYS,
For the Year 1858.

PRINTED BY ORDER OF THE BOARD.



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The

RAILWAY COMMISSIONERS

OF THE

PROVINCE OF CANADA.

The Hon. A. T. GALT, Inspector General,—Chairman.

“ *JOHN ROSS, Commissioner Public Works.*

“ *SIDNEY SMITH, Postmaster General.*

“ *GEORGE SHERWOOD, Receiver General.*

“ *H. H. KILLALY, Assist. Com. Public Works.*

J. G. VANSITTART, Secretary.

SAMUEL KEEFER, Inspector of Railways.

A. DE GRASSI, Assist. Insp. of Railways.

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INSPECTOR OF RAILWAYS REPORT,

FOR 1858.

TO THE HON. A. T. GALT,
Chairman Board Railway Commission,
Toronto.

TORONTO, 28th February, 1859.

SIR,—I have the honor to lay before the Board of Railway Commissioners the following Report upon the inspection of Railways, under the Accidents on Railways Act—20 Victoria, chapter 12—for the past year, and including the latter part of the previous year.

This Act was passed on the 27th May, 1857, and my appointment, as Inspector of Railways, under it, took place on the 5th September of the same year. It was then too late in the season to complete an inspection of all the lines in operation; and as no Report was therefore submitted for 1857, this one includes the transactions of the past two years, from the date of my appointment up to the close of 1858.

I.—*The Railways of Canada.*

At the time of the passing of the Act, there were 1402 miles of Railway in operation throughout Canada, under the control of eleven different Corporations, as follows:—

1. The Great Western and its Branches, . .	279 miles.
2. The Grand Trunk (in Canada)	685 “
3. The Northern	95 “
4. The Buffalo and Lake Huron	114 “
5. The London and Port Stanley	24 “
6. The Erie and Ontario	17 “
7. The Cobourg and Peterboro’	28 “
8. The Prescott and Ottawa	54 “
9. The Montreal and Champlain (in Canada) .	81 “
10. The Grenville and Carillon	13 “
11. The St. Lawrence and Industrie	12 “

Total 1402 miles.

The oldest of these, the Laprairie and St. John's, now forming part of the Montreal and Champlain Railways, was opened twenty-two years ago, in July, 1836. The dates of the openings of the other lines and sections, as well as the length of each, are given in the accompanying detailed statement No. 1, in which it will be observed that with very few exceptions these lines have been brought into use since 1852.

In the year 1857, subsequently to the passing of the Act, 70 miles of new Railway were completed and inspected under the provisions of the Act, and duly opened for traffic, namely :—

Under the management of the G. W. R. Co. {	The Galt and Guelph . . .	16 miles.
	The Preston and Berlin . . .	11 “
		—
		27 “
The Port Hope and Lindsay		43 “
		—

Total . . . 70 miles,

and thus, at the close of 1857, there were 1472 miles of railway in operation, under the control of twelve different Corporations. [*See Statement No. 2.*]

In the year 1858, there was a further increase of 140 miles of new railway, completed, inspected and opened for traffic during that year, namely :—

The Buffalo and L. Huron—Stratford to Goderich, 45 miles.	
The Port Hope, L. and Beaverton—Millbrook and Peterboro' Branch	13 “
The Grand Trunk—Stratford to London	31 “
The Great Western—Sarnia Branch	51 “
	—

Total . . . 140 miles.

Add miles open in 1857 1472 “

Making in all, at the close of 1858 1612 miles, constructed up to that time, but in consequence of two of the lines being closed for the present—namely—the Preston and Berlin, 11 miles, and the Cobourg and Peterboro', 28 miles, there were in reality only 1573 miles in operation at the end of 1858, under eleven different Corporations. [*See Statements 3 and 4.*]

It is worthy of remark that Canada has now more miles of Railway open than Scotland or Ireland, or any one of the six New England States; more than the three Atlantic States of New Jersey, Delaware and Maryland, or the two Carolinas, North and South, and is only exceeded in the number of miles open by the five following States:

New York, which has.....	2726	miles.
Pennsylvania, “	2678	“
Ohio, “	2978	“
Indiana, “	1939	“
Illinois, “	2774	“

With respect to guage, the following nine lines,—

1. The Great Western and its branches }	346	miles.
“ The Preston and Berlin, now closed . }	11	“
2. The Grand Trunk, (in Canada).....	716	“
3. The Northern,.....	95	“
4. The Buffalo and Lake Huron,.....	159	“
5. The London and Port Stanley.....	24	“
6. The Erie and Ontario.....	17	“
7. The Port Hope, and Lindsay, and }	56	“
Peterboro' branch, ...		
8. The Cobourg and Peterboro', now closed	28	“
9. The Grenville and Carillon.....	13	“

In all.....1465 miles,

have the Provincial medium guage of five feet six inches.

The three following lines,

1. The Montreal and Champlain, ...	81	miles.
2. The Prescott and Ottawa,.....	54	“
3. The St. Lawrence and Industrie.....	12	“

In all..... 147 miles,

have the narrow guage of four feet eight and a half inches.

Three of these Railways,—the Erie and Ontario, the Grenville and Carillon, and the St. Lawrence and Industrie are only summer roads running in connexion with Steamboats, and therefore closed in winter.

The following Roads—

The Great Western,

The Grand Trunk,

The Buffalo and Lake Huron, and

The Northern,

have each an electric Telegraph of their own, for working their trains, and by which all trains are duly reported.

The Erie and Ontario,

The Cobourg and Peterboro',

The Prescott and Ottawa, and

The Montreal and Champlain,

although they have no Telegraph of their own, can yet avail themselves of the public lines for sending orders, in cases of necessity. The remaining roads have no accommodation of this kind at present.

There are now in course of construction no less than seven lines or sections of Railway, of which, in all probability about 327 miles will be completed and opened for traffic in the course of this year. They are—

1. The Grand Trunk—St. Mary's to Sarnia 70 miles.
2. " " St. Thomas to R. Du Loup . . . 78 "
3. " " Junction at Victoria Bridge . . . 6 "

154 miles.

4. Brockville & Ottawa—to Perth & Land Point. 86 "
5. Stanstead, Shefford & Chambly—St. John's } 45 "
- to Stukely }
6. The Welland 25 "
7. The Hamilton & Port Dover—Hamilton to } 17 "
- Caledonia }

In all 327 "

The Stanstead, Shefford and Chambly Railway connects with the Montreal and Champlain Railways at St. John's, and therefore has the same narrow gauge as the latter. All the other lines now in course of construction, have the Provincial gauge.—See statement No. 5.

All the lines now, or heretofore in operation, have been inspected during the past and previous year—the most of them twice, and some three and even four times. About

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two-thirds of the lines in progress of construction have likewise been inspected ; and, in the discharge of these duties, your Inspector has, within the space of sixteen months, travelled upwards of twenty-three thousand miles.

In the several Reports which I have from time to time addressed to the Railway Commissioners, as well as in the Notices served upon the Railway Companies, under the provisions of this Act, are contained full and detailed accounts of what was required by this Act from each Company, and likewise the progress they have made in the fulfilment of the same. It is unnecessary to repeat them here, further than to give a general abstract statement of their nature and extent.

Upon entering on this inspection, there were found in operation four Railways which had no regularly established rules and regulations for the safe and proper management of their lines, and the government of their officers and servants, as required by the 10th and 14th sections of this Act. Three Railways, which, not being adequately provided with the means of turning their engines, were running some of their passenger trains with the engine *tender foremost*, and, on one of these, the practice had *continued for eight years* past. One line had its track laid without any chairs or other proper fastenings at the joints. On several lines, switches were found in dangerous proximity to bridges ; and likewise many temporary tressel bridges which, both from natural decay and original defective construction, were quite unsuited to the regular passenger traffic for which they were used. Many of these have been filled in during the past year, and this filling is still going on wherever any of this class of bridging remains, the trains in the meantime being required to go slowly over them. On one of these lines ten per cent of the rails are worn out, and no spare stock having been provided to make the necessary repairs, the track is in such bad order that passenger trains are now under the special provisions of this Act, run at the very moderate speed of twelve miles an hour.

The risk attending the defects here enumerated in the condition of the track, and in the arrangements for running trains, has been considerably diminished by the efforts made

during the past year, for remedying them, and there is every reason to hope that ere long, all danger from these causes will be entirely removed. The wealthier corporations have promptly met, and in some cases even anticipated the more obvious requirements of the Act, while the less prosperous have really done all that was in their power to comply with its provisions.

The operation of the 16th clause of this Act, which restrains domestic animals from running at large, within half a mile of any Railway has proved most beneficial in its results, and has given greater security to travellers. The owners of cattle have now a direct interest in preventing the obstruction of the track, from their straying about as in former years, for if killed by a train, they have no action against the Company, and in effect their interests are now combined with the interests of the company in preventing accidents, all working together for the public safety.

II.—*Bridging.*

In order to ascertain to what extent the provisions of this Act was applicable to existing Railways, it became my first duty to examine particularly the condition of the track, banks, cuttings, bridges, culverts, fences, road crossings, and the system adopted for their supervision and maintenance, the station arrangements, and in fact everything connected with the construction and management of every one of the lines. The State of the track and bridges has, however, demanded the greater share of my attention during the past year, the former on some roads requiring ballast, and the latter on all of them requiring something to be done, either in the way of repairs or re-construction, to give greater security to the running of trains.

Upon 1601 miles of railway heretofore completed and in operation, there were, at the period of my first inspection, in all 764 bridges of wood, brick, stone or iron, measuring altogether 95,711 feet, or $18\frac{1}{4}$ miles in length, and giving an average distance of two miles between bridges, or 60 feet of bridging per mile. A large proportion of temporary tressel

work being included with the bridging, which, in the course of a year or two, must all be filled up and replaced by solid embankment, the length of bridging will eventually be considerably reduced; but even in its present condition, it will compare most favorably with the same class of works on the railways of the State of New York. The bridging in that State averages 71 feet to a mile, and the average distance between bridges is 1.89 miles.

The brick, stone, and iron bridges, are found only on the Grand Trunk Railway, although the Great Western has lately begun to introduce iron bridges by the construction of one across the valley of the Twelve-Mile Creek, at St. Catherine's, which is now nearly completed.

The brick and stone bridges included in the above statement, measure 777 feet in length. The iron bridges measure 18,726 feet, (of which 11,414 feet are girders, and 7,312 feet are tubes)—the iron and stone bridges together measuring 19,503 feet, or $3\frac{2}{3}$ miles of permanent bridging.

In the foregoing enumeration of bridges, are included seven swing bridges, over navigable streams or canals, two of which are on the Great Western, two on the Grand Trunk, two on the Buffalo and Lake Huron, and one on the Cobourg and Peterboro'. The Grand Trunk has judiciously avoided the construction of two bridges of this kind, by making high level crossings of the Ottawa at St. Anne's, and of the Rideau Canal, at Kingston Mills. One of those on the Great Western Railway, that is the one over the Desjardins Canal, should now be replaced by a fixed Bridge, for the reasons that will be hereafter stated.

The accompanying statements, Nos. 6 and 7, give full particulars in relation to the amount and character of the bridging on all roads at the period of my first inspection, and shew the progress made on each during the past year, in getting rid of the temporary structures. It will be seen that during the year, 10,123 lineal feet of temporary pile and tressel bridging, have been filled in with solid embankment and so got rid of entirely; that 1082 feet of wooden bridges

have been re-built, and that 950 feet of wooden bridges have been replaced by iron tubes or girders. In this way upwards of *two miles* of temporary works have given place to those of a permanent character, within the last year.

The class of bridging designated "tressel," has no place on a first-class road, and should never be admitted on any, except for special reasons. It is a great injury to any road on which it is found to exist. It is commonly resorted to for the purpose of passing streams and valleys, where it becomes an object with a Company, or its Contractor to hasten the connection of the tract, or the opening of the line, and thereby save the time that must otherwise be spent in building a culvert and embankment, or the expense they would entail; and thus it often happens that works of a mere temporary character, from force of circumstances, come to be afterwards used for the regular passenger traffic, a purpose for which they are unfit, and for which, in some cases, they were not originally designed. Many instances too have come under my notice, where the cost of the temporary works have exceeded that of a permanent embankment, and in such cases it has actually cost more to build a perishable structure than it would have done in the first instance to finish the work in the most solid and substantial manner.

There are two kinds of "tressel work." The one on which more pains is bestowed is founded on piles or dwarf walls of masonry, and is built of squared timber and framed with care, with the view of being sufficient for the traffic of the road for six or eight years after it is opened. The other is of inferior construction and materials; the sills rest merely on the surface of the ground, and are consequently subject to heaving by the action of the frost, and having to undergo a change every fall and spring, it is impossible to keep them permanently in line or level. In many cases the base is too little for the height, and the top being no wider than the single track, offers no means of horizontal bracing. The long bridges of this kind vibrate laterally, and are not safe for a speed of more than ten miles an hour. They are unfit to be retained in use for a regular passenger traffic, and, consequently, under

the provisions of the Act, notice has been served upon the different Railway Companies that have them, requiring them to slacken speed of trains over them and to proceed with the filling according as it may be necessary in each case.

The necessities of Railway Companies obliging them to continue the use of such works as long as they will last and remain safe, it frequently happens, owing to the rapid decay of the parts in contact with and buried in the ground, that the point of danger is reached before the finances of the Company are in such a state as to enable it to replace them by permanent works, and thus, in the course of five or six years, a second set of temporary works have to be constructed, thereby augmenting the cost of maintenance in an inordinate degree.

Stone or iron bridges are of course the best and safest that can be constructed for public accommodation; but where, from financial reasons, it is a matter of necessity to have wooden bridges, they should be reduced to the smallest number by building culverts and embankments wherever admissible, and the length of such as are really unavoidable, should be as little as may be consistent with affording safe and sufficient waterway. The frame-work should rest on abutments and foundations of solid masonry, so as to preserve the timber and admit of easy inspection and repair. The nearer wooden bridges are made to approximate to these conditions, the safer they will be for the public, and the better for the Company's interest.

The Great Western Railway Company is at present engaged in the construction of a permanent bridge across the valley of the Twelve-Mile Creek, at St. Catherines, as before alluded to, consisting of a tubular girder of 180 feet span, and two side arches of masonry, of 50 feet each, to take the place of the present tressel of 980 feet in length, over which the trains are now limited to a speed of three miles an hour. It has also ordered an iron swing bridge to take the place of the wooden one at the Desjardin's Canal.

This Company has likewise laid down guard rails on all the larger wooden bridges, thereby giving great additional safety to the public.

III.—*Lake Encroachments.*

TORONTO AND KINGSTON DIVISIONS OF THE GRAND TRUNK RAILWAY.

The line between Toronto and Cobourg having been originally located too near the border of the lake, in some places, repeated interruptions to the traffic took place from the encroachments of its waters, which rendered the track impassable for a time, and threatened the breaching of it at different places. Since the date of my report of the 18th March last on this subject, the Company has adopted effectual measures for its protection at three points along this line, and at a fourth (" Duck Harbour ") has removed it entirely inland

These places are,—

1. Port Union—Highland Creek, 317 miles—Protected.
2. Port Britain—Embankment, 274 miles—Protected.
3. " —Clay cliff, 273 miles—Protected.
4. Duck Harbour—between P. Hope & Cobourg—Diverted.

The new line past Duck Harbour is about 3 miles in length and lies entirely on the solid land. It was completed and opened in December last. The measures adopted for the protection of the other points, afford satisfactory assurance that the line will be preserved in safe order for the public accommodation, until it is ultimately placed beyond the reach of these disturbing causes.

IV.—*Station Arrangements.*

I desire to make special mention of the efficiency of the station arrangements, generally, on the Great Western Railway, because I think them calculated to be of great service in preventing accidents and irregularities, and therefore worthy of adoption by all other lines.

1. There is a wide platform between the main line and the siding, at every important station, where passengers have ample room to step out and pass from one train to another.
2. There is also at every Station a semaphore signal, and whenever the Station is approached by a curve, there are also distance signals. By means of the moveable arm by day,

and of the colored lights by night, the Station Master has complete control of all approaching trains, and can keep them up to regulations, or special orders, and thereby prevent delays and collision."

3. But the most important of all are the signal switches. At all Stations, and whenever the main line is broken by a switch, there is attached to it, a self-acting day and night signal, and the same motion that changes the switch from the main line to the siding and, *vice versa*, sets the signal which shews the Engineer its true position, and in such a plain manner that he can not possibly mistake it, by day or by night. The red board by day, and the red light by night, give him fair notice that the switch has been set for the siding, while the absence of these signals tells him it is all right for the main line. It stands about 16 feet above the rails, and is visible over the tops of the cars, and can therefore be seen at a considerable distance, even if the Station is approached by a curve, or in the case of backing a train past it.

In my opinion it is very desirable that the signal switches should be generally adopted on all the main lines throughout Canada, and I would venture to suggest that the objects of the commission might be materially served, and the public materially protected by the Board taking this into their favourable consideration.

I must not omit to remark that the Buffalo and Lake Huron Railway is also furnished with signal switches and semaphore signals at all Stations.

V.—*Accidents in 1857.*

From the passing of the Act, 27 May, 1857, to 31 December, of the same year, there were no accidents during this period on the six following roads :

The Port Hope and Lindsay.

The Cobourg and Peterboro.

The Prescott and Ottawa.

The Montreal and Champlain.

The Grenville and Carrillon.

The St. Lawrence and Industrie.

The official returns received at this office, shew that no passenger was killed, and but two were injured during this period, one of whom had his leg broken by jumping off the train when in motion, and the other lost an arm endeavouring to get on as the train started. Eleven employes were killed and five injured, and eleven others, neither passengers nor employes, killed and four injured. The causes of accident may be classified as follows:—

SUMMARY OF ACCIDENTS to <i>Or all the Railways, from 27 May to 31 Dec. 1957.</i>	PASSENGERS.		EMPLOYES.		OTHERS.	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
1. Getting on and off trains while in motion.	--	2	1	--	--	--
2. Fell or thrown from trains.	--	--	1	1	--	--
3. Walking, standing, or lying on track.	--	--	4	1	10	4
4. At road crossings.	--	--	--	--	1	--
5. Coupling or uncoupling cars.	--	--	1	3	--	--
6. Striking against bridge.	--	--	2	--	--	--
7. Train off track.	--	--	1	--	--	--
8. Collisions of trains.	--	--	1	--	--	--
Totals.	--	2	11	5	11	4

Of the eleven employes killed, two were trackmen, and were run over in a state of intoxication; one sitting on a tie asleep; one scalded to death by engine running off track, one by a collision through a wood car not being scotched, one through his own carelessness in shunting; one falling between the cars in motion; one uncoupling cars; two from striking against bridges when the train was in motion; and one attempting to get on a train at starting.

Of the five employes injured, one had his arm broken by being thrown off a train in transit by a drunken man; one laborer was tipsy walking on the track; and three were brakemen coupling cars.

Of the eleven others killed, two were children playing on the track; one a deaf man; one unknown; two women and five men, two of whom were in a state of intoxication, and all of them trespassing upon the track.

Of the four others injured, one was an Indian; one a typist man who ran under the engine; one lying on the track drunk,

and one walking on the track. These were all trespassing on the Company's property. For further particulars I beg to refer to the detailed Statement, No. 9.

VI.—*Accidents in 1858.*

The loss of human life from Railway operations in 1858 has been very severe, but it will be seen upon a careful review of these accidents, that they have for the most part arisen from the carelessness or imprudence of the sufferers, or from causes over which the Companies have no control.

There were no accidents during this year, on the five following roads:—

The London and Port Stanley.

The Erie and Ontario.

The Port Hope and Lindsay.

The Grenville and Carrillon.

The St. Lawrence and Induſtric.

The returns which the several Companies have made to this office in compliance with the 14th Section of the Act, shew an aggregate of 51 persons killed and 27 injured during the year. Of these, 7 passengers were killed and 4 injured, 19 employes killed and 17 injured, and 25 others killed and 6 injured. The causes which have produced this loss of life and limb, may be classified under the following heads:—

SUMMARY OF ACCIDENTS to <i>On all the Railways in Canada, in 1858.</i>	PASSENGERS.		EMPLOYES.		OTHERS.	
	Killed.	Injur'd	Killed	Injur'd	Killed.	Injur'd
1. Getting on or off trains while in motion.	4	4	3	1	--	--
2. Fell or thrown from train.	3	--	4	3	--	--
3. Walking, standing or lying on track.	--	--	4	--	23	4
4. At road crossings.	--	--	--	2	2	2
5. Coupling or uncoupling cars.	--	--	4	5	--	--
6. Striking against bridge, or other object, when train was in motion.	--	--	3	4	--	--
7. Train off track.	--	--	--	2	--	--
8. Collision of trains.	--	--	--	--	--	--
9. Defective constructions or bad materials.	--	--	1	--	--	--
Totals.	7	4	19	17	25	6

For a similar classification of the accidents as they occurred on each road, see the accompanying Statement, No. 10.

Of the seven passengers killed, four came to their death by getting on or off trains while in motion, (and one of them after every effort was made to prevent him;) one was intoxicated and fell off the train; and the other two fell off the train during transit.

The four passengers injured, received their injury through their own act, in getting on or off trains whilst they were in motion.

Of the nineteen employes killed, twelve were brakemen; four of these were killed coupling cars; four fell off trains; two struck against bridges while standing on top of freight cars in motion; one struck against a freight house, (the track has since been moved;) three attempting to get on trains when in motion; two laborers found dead on track; one roadmaster through the failure of a wooden bridge; one man run over in a state of intoxication; and one, whose foot caught in a switch, and was run over before it could be extricated.

Of the seventeen employes injured, eleven were brakemen; five were injured coupling or uncoupling cars; four struck against bridges while the train was in transit; two, the driver and fireman, jumping off engine when thrown from track by a switch being left open; three falling from trains; two at road crossings, (one from a gate being blown upon him, and the other from a waggon being thrown upon him by the engine;) and one getting on train when in motion.

The loss of life and limb to brakemen coupling and uncoupling cars, has turned the attention of many ingenious persons to inventing self-acting couplers, which form the subject of several patents both here and in the United States; but such is the expense attending their introduction, the inconvenience in the meantime of using different kinds on the same train, and the uncertainty, after all, of their practical efficiency, that it must take a long time—even supposing them to be improvements in reality—to bring them into general use. Two of these are now on trial in Canada, and it is only in this way that their real usefulness can be determined.

My own impression is that without any change whatever in the simple form of link and pin coupling, now in use, the form of the bunters might be so altered as to do away almost entirely with any risk to the brakeman in coupling the cars. It is in the coupling of freight cars that the greatest number of accident has occurred. On some lines the bunters are *double* leaving a clear space for the hand, but the bunter heads are mostly too wide apart, and the brakeman's body is liable to be caught between them. Several have been killed in this way. On other lines the bunters are single, and placed immediately over the draw-bars, but while they afford perfect protection to the body they leave the hand in danger. When the cars of one line are run over another, these two classes of cars are sometimes mixed together in the same train, and then the brakeman's duty is rendered more hazardous from the use of a promiscuous stock.

From this it would appear that a very beneficial effect might be produced, at a moderate outlay, by the general adoption of one standard form of bunter so judiciously constructed and arranged as to guard both the body and the hand. But whether it is by an assimilation of stock, or by the use of self-couplers, or both, that this class of casualties can be diminished, is a question which can only be solved in a satisfactory manner, by the advice and concurrence of the different Railway Companies. It appears to be one which demands their earnest attention, and I would therefore respectfully suggest for the consideration of the Board, whether some action might not be taken to bring it before them.

Of the twenty-five others killed, nine were run over on the track in a state of intoxication; two were asleep; two deaf; one an Indian; one woman found dead in a cattle-guard; an unknown man found dead on the track; a father and child killed at a road-crossing, the father endeavoring to rescue the child playing there; one man lying on the track, supposed to be in a fit; a boy jostled off the platform at a station, by the passengers getting on the train while in motion; one man falling between the engine and cars; one struck by a train at a street crossing, Montreal; one found dead under suspicious circumstances; and two attempting to cross the track in

vehicles as the train was approaching. Of the foregoing, seventeen were trespassing on the Company's property.

Of the six others injured, one was a farmer standing on the track, and did not hear the whistle; one a man of unsound mind sitting on the track; two driving across the track in front of an approaching train; one jammed between cars; and one drunken woman sitting on the track. Of these, three were trespassing on the track.

Of the whole number of persons killed, 14 *per cent.* were passengers; 36 *per cent.* employees; and 50 *per cent.* neither passengers or employees.

Three-fifths of the deaths, and one-third of the injuries not resulting in death, were caused by persons walking or being on the track, or attempting to cross it at highways when a train was approaching.

One passenger was killed for every 13,003,900 miles travelled, and one was either injured or killed for every 8,275,209 miles travelled.

VII.—*Practical Suggestions.*

The most effectual way of preventing accident, is by promptly removing as far as possible all the known causes which produce them. Experience in Railway administration upon old and well-established lines has shewn what these causes are, and by careful attention, and a thorough investigation into the circumstances of every accident or irregularity, (for irregularity is the fruitful source of accident) a Company may at once apply the proper remedy, and thereby diminish the chances of their recurrence. In this way there should be a gradual but progressive improvement from year to year, but, as we may never expect perfection in human affairs, so it is not to be supposed that the Railway system will ever reach that state, when accidents will be no longer possible. We must only use our best endeavors by every aid that science and experience can afford to guard against them.

Under the provisions of the Act, as before stated, such works and regulations as, in my judgment, required the

more immediate attention of the several Companies, were brought under their notice, and for the most part have met with proper attention; but in the course of my inspection, there were many things, which I did not feel myself authorised under the Act to call upon them to do, but which, nevertheless, appeared to be necessary for the public safety. I have reserved these for the consideration of the Board, and would respectfully suggest that some further provisions might be added to the Railway Laws of this Province with advantage to the public, and without injury to the companies generally; and

1st. *In reference to level crossings of Railways.*

There are at present no less than nine crossings of one Railway by another, where their tracks are on the same level, besides five where the crossing is either over or under. They are as follows:—

The Grand Trunk Railway crosses	On a Level.	Over or under.
1. The Lachine Railway on a level	1	..
2. The Prescott and Ottawa over	1	..
3. The Brockville and Ottawa over	1	..
4. The Cobourg and Peterboro' level	1	..
5. The Port Hope and Lindsay over	1	..
6. The Northern, Toronto Freight siding . . level	1	..
7. The Great Western, Toronto "	1	..
8. The Guelph Branch, Guelph "	1	..
9. The Buffalo and Lake Huron, Stratford, "	1	..
10. The Great Western, London, ... "	1	..
Total	7	3

The Great Western crosses

1. The Erie and Ontario, ... over	1	..
2. The Welland "	1	..
3. The Buffalo and Lake Huron, Paris . . . level	1	..

The Buffalo and Lake Huron crosses

1. The Welland Railway, at Pt. Colborne, level	1	..
Total	9	5

The Railway Laws do not oppose a sufficient check to the continued increase in the number of level crossings, whereas it is most desirable from considerations of public safety, that they should be as few as possible. Under the Railway Clauses Consolidation Act, 14 and 15 Vic., cap. 51. sec. 9., sub sec. 15. power is granted for making them without limit; and under the Accidents on Railways Act, 20 Vic., cap. 12. sec. 11. special regulations are prescribed for their proper use. It may be said that these regulations if faithfully obeyed, must insure safety at such crossings, but inasmuch as all special regulations for avoiding danger, must depend upon human agency, which is sometimes irregular in its actions, it is undoubtedly wiser to avoid it by proper construction in the first instance, than to admit imperfections into one system, and then to devise the means of guarding against the dangers they inevitably create. In future no level crossings of two railways should be permitted, except for special reasons, and with the express sanction of the Board of Railway Commissioners. It may indeed be possible to reduce their present number; for one of these at least, it is quite possible to get rid of,—namely, the level crossing of the Grand Trunk and Great Western, on a steep gradient, and in a deep cutting at the west end of this city; and in the formation of a general Central Railway Station here, of which the public now reap the advantage by the present temporary buildings, certain changes in the railway lines converging from the west, and referred to in my report of the 11th March last, have been suggested, and discussed by the Companies interested in them, by which this crossing was to have been abandoned. The getting rid of this crossing, should be insisted on as one of the conditions to the approval of these changes.

One of the most dangerous of the level crossings—that of the Welland and Great Western at Thorold Station—which occurred on a gradient of 45 feet in a mile on the latter, and 83 feet in a mile on the former, has, through the intervention of the Board, been got rid of, and an over-crossing constructed in its stead. The dangers which have been averted through this change of the crossing, may be considered as amongst the most important results of the Commission.

2nd. *Level crossing of common roads with the Railway.*

It is desirable to reduce the number of level road crossings as much as possible, and for this object, power might be granted to the Railway Companies, to make diversions of existing roads within certain limits, and to acquire land for that purpose. No such power is contained in the Acts heretofore mentioned. There are many instances where a new road of less than a quarter of a mile in length running parallel with the line of Railway, will save one and sometimes two level crossings, and there are places where a road of less than a hundred yards would make one crossing answer for two, and as the risk to travellers from these is just in proportion to their number, every one saved is by just so much a reduction of the chances of accident.

The Railway Clauses Act requires that notice boards should be placed at all level crossings of Highways, but its application is limited, by the preamble, to Railways which shall by any Act thereafter passed, be authorized to be constructed. But the Great Western and its branches, as well as the London and Port Stanley, making in all 481 miles of Railway, form the exception of the general rule. They have not erected notice boards at any of their level road crossings, and they claim exemption from such service under their several special Acts of incorporation. In a communication which I addressed to the former Company on the 30th November last, under the provisions of the Accidents on Railways Act, I called upon the Company to put them up, but as yet have had no reply. If there is any doubt as to the application of this Act to such cases, it is proper it should be removed by further legislation. It is due, however, to the Great Western Company to state that at nearly all their principal road crossings they have erected dwellings for their trackmen, and placed the crossings in charge of the family living there; but still the advantage gained by the arrangement does not appear to warrant the dispensing with notice boards, for they are just as necessary here as on other roads. If on the other hand they are not requisite as a means of safety on the Great Western, then it must be concluded that other Railway Companies have been

put to an unnecessary expense in this action. If the provisions of the Railway Clauses Act could be extended to all roads, the public interest would be better secured.

3rd. *Clearing the extra width.*

The Great Western Railway Company was called upon at the same time and for the same reasons as before stated to clear the land immediately adjoining their line of all standing trees which in falling might reach the track, for although they have the necessary powers under their amended Act, still it does not oblige them to do this work. If it is right to call upon other Companies to take these necessary precautions against accident there can be no injustice in rendering the law general in its application, and in obliging all Companies to do the same.

4th. *Ballast.*

Every Railway Company will readily admit the expediency of having its line sufficiently ballasted throughout to give a firm and regular track, before it is opened for public accommodation. They will acknowledge that the loss they sustain from damage and destruction of rails, —from irregularity of track, slowness of trains, breakage of machinery, increased cost of maintenance, detentions from ballast trains, and the risk generally attending their operations, consequent on a premature opening without ballast, is a very serious matter and that it is against their best interests to do so; and yet such is the pressure upon the Officers of the Company from impatience of public expectation, that very few lines have heretofore been opened to the public with a sufficiently ballasted track. It could therefore be no injury, but rather an advantage to the Companies, as well as to the public at large, and would relieve the Inspector of Railways from a weighty responsibility, to have a provision inserted in the Accident on Railways Act, to the effect that their should be at least a certain depth and width of ballast on all parts of the line, before it is opened to the public; and that all existing roads shall likewise be ballasted to the same extent within a certain reasonable length of time.

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5th. *Signal Switches.*

Reference has already been made to the efficiency of these signals as adopted on two great roads, and an opinion expressed that it would tend to prevent accidents and irregularities to have them adopted generally throughout Canada. They are therefore again referred to here, with a view of recommending that our Canadian Railway system should be characterised as efficient and complete in this respect ; which might be done by requiring that every opening of the main line by a switch shall be furnished with these signals. Several minor accidents have occurred within the last year, from trains getting off track at the common switches, which fortunately, did not prove serious. It is believed that the adoption of signal switches would be the most effectual way of preventing such accidents in future.

6th. *Assimilation of Signals.*

It is an elementary principle in railway management, that train signals should be few in number, distinctive in character, and invariable in their signification.

The signals given by the locomotive whistle, are in general use on all railways, but a different signification is attached to them on different roads in Canada. On the Great Western for instance, and on six other roads, if it becomes necessary for any reason to stop a train, the driver gives *one* short whistle as the signal to put on the brakes ; while to accomplish the same thing on the Grand Trunk, and on four other roads, the driver will give *two* short whistles, and if in apprehension of danger *three*, or a continued succession of whistles. If this diversity of signals is allowed to continue, and become an established practice with the different roads, the time may come some day, when either from change of drivers, conductors or brakemen from one road to another, or from the meeting of the trains of different roads at the same station, as for instance at the Union station in this city, misapprehension of the signal may lead to serious accidents, and it is therefore extremely desirable that the proper signification of these signals should be fixed by competent authority, for all lines.

The signals given by the locomotive whistle as at present, are as follows :

On the Great Western and six other lines,
 One sound of the whistle is the signal to put on the brakes.
 Two sounds of the whistle " to take them off.
 Three sounds of the whistle " to let the train into the siding.

On the Grand Trunk and four other lines,
 One sound of the whistle is the signal to take off the brakes.
 Two sounds of the whistle " to put them on, and
 Three sounds of the whistle " to put them on when a train is stopped unexpectedly.

The former of these systems is that which obtains generally throughout the United States—the latter corresponds with the practice in England. These signals may to some appear to be of a merely arbitrary character, and it may be supposed a matter of no moment whether the signal for putting on the brakes shall be given by *one* or by two sounds of the whistle, so long as they are distinctly understood by all the men connected with the working of trains ; but it will be found, upon a full consideration of all the different circumstances under which it may be necessary to use these signals, that a principle is involved in the choice between *one* and *two* sounds, and that that choice, under certain circumstances, may materially affect the safety of a train. But whatever views may be entertained in regard to the respective merits of the two systems, it is obviously requisite, on public grounds, that one or the other should prevail, in order to avoid the mistakes which are likely to happen from a confusion of signals. In this view of the case, it does not appear to be unreasonable that the Companies should be required to agree amongst themselves in the establishment of one uniform code of signals for the whole Province.

8. *Desjardins Canal Swing Bridge, Great Western Railway.*

Taking into consideration the magnitude of the interests involved in the railway operations, which are more or less affected by the maintenance of a swing bridge in this position,

for the special accommodation of the trade with Dundas, and contrasting it with the continually diminishing amount of that trade since the opening of the railway, it must be admitted that there is no longer any paramount public necessity for a swing bridge at this place. The trade of Dundas will not be cut off, nor suffer in any material degree, by making it a fixed bridge. A clear headway of 40 feet can be given to it, affording much better accommodation than the St. Anne's bridge of 36 feet headway, under which is passed, without difficulty, the whole trade of the Ottawa.

The canal is closed for four or five months in the year, and, since the opening of the railway, the effect has been to divert trade into other channels the trade which formerly centered in Dundas, for this has actually declined from 103 vessels, in and out, in 1854, to 27 in 1858, being now only a quarter of what it then was. These vessels carry no passengers, but only freight of the heaviest kind, consisting chiefly of lumber, coal and iron.

On the other hand, there are upwards of half a million of passengers annually transported by rail across the canal, who are put to inconvenience, and whose safety is in some degree compromised by the maintenance of the swing bridge.

The circumstances, therefore, which originally influenced the construction of a swing bridge, do not now exist.

The Company has repaired the present bridge, and made it much stronger than it ever was before, and is now preparing to erect an iron bridge in place of it, of the most substantial character, but owing to its position, on a gradient of 45 feet in a mile, and the indispensable necessity of stopping the trains, in compliance with Government regulations, there are difficulties connected with the keeping of a swing bridge in this position which, no form of construction, no arrangements or regulations, however good they may be in themselves, can entirely obviate. It would promote the public interest to get rid of this swing bridge; but, of course, that desirable object cannot be accomplished at the sacrifice of any private or local interest—the vested rights of the Town of Dundas, in its channel of trade, must be respected, but it is to be hoped

that some way will be found of securing all the advantages of a permanent fixed bridge, without doing any injury to these rights. With this view it might be advisable to concede to the Great Western Company the power of establishing a fixed bridge, upon their making arrangements to satisfy the Town for the change.

In laying these several suggestions before the Board, and soliciting their attention to them, I would beg to add, that it seems advisable, in the event of any action being taken in regard to them, that *all* the railways now in operation should also be subject to all the clauses of the Railway Clauses Consolidation Act, which have reference to the construction or working of the same.

Railway Statistics.

The advantages to be derived from giving general publicity to all the facts connected with construction and operation of Railways, are now so well known, and so fully appreciated, that it is unnecessary, at this time, to urge any reason for it. In the general provisions of the Railway Clauses Consolidation Act, 14 and 15 Vic., cap. 51, Sec. 22, the Legislature appears to have had this object in view, by requiring from all the Companies amenable to its provisions, particular and detailed accounts of the monies received and expended, and a classified statement of goods and passengers, transported by them, to be submitted annually to the three branches of the Legislature; and under the same Act, the Legislature may make further provisions with regard to the form or details of accounts, or the mode of attesting or rendering them, without infringing upon the privileges granted to them.

I have been unable, however, to find that any Company has yet complied with this provision of the Act, or that any one of them has been called upon for this information. I would, therefore, beg to suggest the preparation by the Secretary, of a blank form of return, somewhat similar to the one adopted by the Railroad Commissioners, of the State of New York, (herewith submitted) only not quite so elaborate in detail, and having a printed copy sent to each Company.

with a request to have it filled up and returned to this Office, by the first day of February in each year, or within one month after the period of their Annual Report, or fiscal year. The returns should be made annually, rather than half-yearly, because the traffic runs through its different phases, and completes them with the annual revolution of the seasons. They would set forth, in the clearest manner, the financial condition of every Railway; the cost of its construction and equipment, and the value of materials on hand; its characteristics, in regard to length, permanent way, gradients, curvation, bridges and culverts, road crossings, buildings and rolling stock; the number of officers and men in the service of the Company; the receipts from passengers and freight, through and way, in both directions, as well as from mails and other sources properly classified; and the expenditure for maintenance of way and works, buildings and rolling stock, and for working the trains, under the head of coaching charges.

The Companies generally have a Board of Audit established in connection with their administration, for the purpose of organising and recording these classes of data, and can therefore supply this information without difficulty. I have not considered myself authorised under the Accidents on Railways Act, to go into the questions of cost of construction, returns of traffic, or the comparative economy of the working operation, and have therefore confined myself simply to calling for such information as bears directly upon the object of this Act: namely, the number of miles run by all the trains, their average and maximum speed, the number of passengers carried, and the average and aggregate number of miles travelled by them during the year, and the number, description, and condition of the locomotive engines and rolling stock. These returns will be found with the accompanying documents, and the information they contain is given in a condensed form in the accompanying Statements, Nos. 11, 12, 13 and 14.

From these we learn, according to statement 11, that in 1858, the average speed of express trains, including stops, is 26 miles an hour, and in motion between stations $30\frac{1}{2}$ miles

an hour. The maximum speed is attained by the express trains on the Montreal and Quebec division of the Grand Trunk Railway which is 36 miles an hour.

The average speed of accommodation trains is 22 miles an hour including stops, or 27 miles in motion between stations.

The average speed of mixed trains is 15 miles, including stops, or 19 miles when in motion.

The average rate of freight trains is 13 miles including stops, or 19 miles when in motion.

From Statement No. 12, we learn that the total number of locomotive engines on all roads, at the end of 1858, was 366

From Statement No. 13, it appears that at the close of 1858, the total number of 1st class passenger cars was, 213.

do	2nd class	do	122.
do	Baggage, Mail and Express..		112.
do	Box, Freight and Cattle.....		2477.

The total number of Platform Cars, ... 1841.

do.	Gravel Cars.....	815.
do.	Spar Trucks.....	24.
do.	Snow Ploughs, ...	40.
do.	Hand Cars	184.

From Statement No. 14, it appears that in 1858—

The total number of miles run by passenger trains			MILES
			was 1,735,821
do.	do.	mixed and freight trains,	1,671,137
do.	do.	wood and const'n. trains,	878,648
do.	do.	by all trains.....	4,532,742

The total number of passengers carried was..... 1,613,935.

The total number of miles travelled by passengers was, 91,027,299

The aver. number of miles travelled by each passenger, 31 $\frac{1}{2}$.

Map and Profile of Completed Railway.

Under the general provisions of the Railway Clause Consolidation Act, every Railway Company is required to furnish the Commissioners of Public Works with a map and

profile of its completed line, and of the land taken and obtained for its use, within a reasonable time after its completion, and like maps of the parts located in different Counties to be filed in the Registry Offices for the Counties in which such parts are situated. The law in this respect has not been complied with, and I would beg to suggest that some action be taken for obtaining these maps for the use of the Board. If constructed on a uniform scale they would, when brought together, supply the materials for compiling a correct map of the Province, and be of great service in the further prosecution of the Geological Survey, and for many other purposes.

All of which is respectfully submitted for the consideration of the Board by, Sir,

Your very obedient Servant,

SAMUEL KEEFER,

Inspector of Railways.

MILES

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APPENDIX.

THE RAILWAYS OF CANADA, I.

In operation at the passing of the "Accidents on Railways Act," 20 Victoria, cap. 12, 27th May, 1857, with date of opening of each Section.

CORPORATE NAME OF RAILWAY.	DATE OF OPENING.	Length of Sub-divisions	Total Length.	
			Miles	Miles
1 Great Western Railway and its branches, under one management :				
Suspension Bridge to Hamilton, ...	10 Nov. 1853.	43		
Hamilton to London	21 Dec. 1853.	76		
London to Windsor	27 Jan. 1854.	110		229
Branches :—Harrisburg and Galt.....	21 Aug. 1854.	12		
Hamilton and Toronto.....	3 Dec. 1855	38		50
2 Grand Trunk Railway :				
Toronto to Guelph	July, 1853.	50		
Guelph to Stratford	17 Nov. 1856	39		
Toronto to Oshawa	Aug. 1856.	33		
Oshawa to Brockville, ...	27 Oct. 1856	175		
Brockville to Montreal	19 Nov. 1855.	125		
Montreal to St. Hyacinth.....	Spring, 1847.	30		
St. Hyacinth to Sherbrooke.....	Aug. 1852.	66		
Sherbrooke to Province Line....	126 July, 1853.	30		
Richmond to Quebec.....	27 Nov. 1854.	96		
Chaudiere Junction to St. Thomas....	23 Dec. 1855.	41		685
3 Northern Railway,—(Ontario, Simcoe, and Huron):				
Toronto to Bradford.....	13 June, 1853.	42		
Bradford to Barrie.....	11 Oct. 1853.	21		
Barrie to Collingwood.....	2 Jan. 1855.	92		
4 Buffalo and Lake Huron :				95
Fort Erie to Paris.....	1 Nov. 1856	82		
Paris to Stratford.....	22 Dec. 1856	32		114
5 London and Port Stanley.....	1 Oct. 1856.			24
6 Erie and Ontario, (Niagara to Chippewa.)	3 July, 1854			17
Carried over.....				1214

THE RAILWAYS OF CANADA—[Continued.]

In operation, 27th May, 1857.

No.	CORPORATE NAME OF RAILWAY.	DATE OF OPENING.	Length of sub-division	Total Length
	Length brought forward.....			1214
7	Cobourg and Peterboro'	May, 1854.		28
*8	Prescott and Ottawa.	Dec. 1854.		54
9	Montreal and Champlain, one management :			
	Montreal to Lachine	Nov. 1847.	8	
	Caughnawaga to Moers' Junction, (to boundary)	Aug. 1852	32	
	St. Lambert to St. John's, (old portion, July, 1836)	Jan. 1852.	20	
	St. John's to Rouse's Pt (to boundary)	Aug. 1851.	21	
				81
10	Grenville to Carillon.	Oct. 1854.		13
11	St. Lawrence and Industrie.	May, 1850.		1
	11 Railways—Total miles.....			1402

* NOTE.—The four last mentioned Railways 8, 9, 10 and 11, have the narrow gauge of 4 feet 8½ inches. All the rest have the Provincial medium gauge of 5 feet 6 inches.

II. THE RAILWAYS OF CANADA.

Inspected under the Act 20 Vic., cap. 12, and opened for Traffic in 1857.

No.	CORPORATE NAME OF RAILWAY.	DATE OF OPENING.	LENGTH
1	Galt and Guelph, under management of Great Western Railway Company.	28 Sept. 1857.	16
2	Preston and Berlin. do do	2 Nov. 1857.	11
3	Port Hope, Lindsay and Beaverton Railway to Lindsay	30 Dec. 1857.	4
	3 Sections opened—Total Miles.		70
	11 Railways in operation 27 May, 1857.		1402
	12 Railways in operation at close of 1857.		1472

SAMUEL KEEFER,
Inspector of Railways

TORONTO, 28th February, 1859.

RAILWAYS OF CANADA,

*Inspected under the Act. 20 Vic., Cap. 12, and opened for
Traffic in 1858.*

No.	CORPORATE NAME OF RAILWAY.	DATE OF OPENING.	MILES LENGTH.
1	Buffalo and Lake Huron—Stratford to Goderich	28 June, 1858.	45
2	Port Hope, Lindsay and Beaverton— Branch from Millbrooke to Peterboro'	18 Aug. 1858.	13
3	Grand Trunk Railway—Stratford to London	27 Sept. 1858.	31
4	Great Western Railway—Sarnia Branch Komoka to Sarnia	27 Dec. 1858.	51
4 sections opened in 1858—Total miles			140
12	Railways in operation at close of 1857		1472
12	Railways constructed at close of 1858		1612
Deduct lines closed in 1858:			
	Preston and Berlin, ...	miles 11	
	Cobourg and Peterboro'	" 28	
			39
11	Railways in operation at close of 1858		1573

SAMUEL KEEFER,

Inspector of Railways.

TORONTO, 28th February, 1859.

RAILWAYS OF CANADA,

*In operation at the close of the year 1858, and the length
of the same.*

No.	CORPORATE NAME OF RAILWAY.	MILES LENGTH
1	Great Western Railway, main line miles 229 Toronto, Guelph and Sarnia Branches " 117	346
2	Grand Trunk Railway,—(in Canada.).....	710
3	Northern Railway	90
4	Buffalo and Lake Huron	159
5	London and Port Stanley	24
6	Erie and Ontario,—(closed in Winter.)	1
7	Prescott and Ottawa	24
8	Montreal and Champlain Railways—(in Canada.).....	81
9	Grenville and Carleton—(closed in Winter.)	1
10	St. Lawrence and Industrie	1
11	Port Hope, Lindsay and Beaverton, main line .. miles 43 Millbrooke and Peterboro' Branch..... " 13	56
		Total 1870

SAMUEL KEEFER,

Inspector of Railways

TORONTO, 28th February, 1858.

RAILWAYS OF CANADA,

*In progress of construction on the 1st January, 1859, and
the length that will probably be opened this year.*

CORPORATE NAME OF RAILWAY.		LENGTH IN MILES.
1	The Grand Trunk Railway : Extension from St. Mary's to Sarnia..... miles 70 " " St. Thomas to River Du Loup " 78 Junction of Main Line, with Victoria Bridge, and including the Bridge to Point St. Charles... 6	154
2	The Brockville and Ottawa Railway : The Line from Brockville to Pembroke, including the Perth Branch, is 120 miles long. The grading has been prosecuted as far as the Bouchere, 81 miles from Brockville. The track has been laid on 37 miles of the Main Line, as far as Franktown, and on the Perth Branch 11 miles—this part has lately been opened—the rest to Land Point will probably be opened this fall.....		86
	Stanstead, Shefford and Chambly, (narrow gauge). The Line from St. John's to Stanstead is 82 miles in length ; the grading has been prosecuted as far as Stukely, 45 miles from St. John's. The track laid to West Farnham, 13 miles, which is now open ; the rest to Stukely will be open this fall.....	45
4	Welland Railway, will be opened in spring.....	25
5	Hamilton and Port Dover Railway From Hamilton to Caledonia, uniting with the Great Western at Hamilton, and the Buffalo and Lake Huron at Caledonia. The grading is nearly done ; to be opened this fall.....	17
Total.....		327

SAMUEL KEEFER,

Inspector of Railways.

TORONTO, 28th February, 1859.

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To

Section, in 1857 and 1858.

	NAME OF BRIDGE.	BRICK OR STONE ARCH BRIDGES.	SWING BRIDGES, WOOD OR IRON.			TOTAL					
			BRIDGING.								
			Length in Feet.	No. of Bridges.	No. of Spans.	Length in Feet.	No. of Bridges.	No. of Spans.	Length in Feet.		
1	Great Western Rail	..	..	..	2	2	247	109	443	14,125	
"	"	..	..	..	..	..	..	32	102	3,606	
"	"	..	..	..	..	..	..	19	65	1,872	
"	"	..	..	..	..	..	..	29	154	3,217	
2	Great Western	..	..	..	2	2	247	189	764	22,820	
3	Grand Trunk Rail	667	10	19	777	2	3	269	325	577	26,307
4	Northern Railway	..	..	..	..	..	..	..	42	195	4,934
5	Buffalo and Lake H	..	..	..	..	2	2	196	64	329	9,663
6	London and Port St	..	..	..	..	..	..	..	9	55	2,088
7	Erie and Ontario R	..	..	..	..	..	..	..	7	52	1,036
8	Cobourg and Peter	..	..	..	..	1	2	126	13	895	15,723
9	Prescott and Ottaw	..	..	..	..	..	..	..	26	547	6,330
10	Montreal and Cham	..	..	..	..	..	..	..	44	89	1,758
11	Grenville and Car	..	..	..	..	..	..	..	4	8	323
12	St. Lawrence and L	..	..	..	..	..	..	..	4	4	98
13	Port Hope and Lim	..	..	..	..	..	..	..	37	184	4,646
		667	10	19	777	7	9	838	764	3699	95,711

Swing Bridge over

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SAMUEL KEEFER,

Inspector of Railways.

TORONTO, 28th Feb

Description and Length of Bridging on all the Railway Lines in Canada

NAME OF RAILWAY.	No. of MILES.	WOODEN BRIDGES.								
		No. of Bridges.	TRESSSEL.		PILE.		BENT AND BEAM.		ARCH AND TRUSS.	
			No. of Spans.	Length in Feet.	No. of Spans.	Length in Feet.	No. of Spans.	Length in Feet.	No. of Spans.	Length in Feet.
Great Western Railway, Main Line	229	107	94	2359	34	416	276	6964	37	4139
" " Toronto Branch	38	32	49	811	2	54	32	872	19	1869
" " Guelph " 	28	19	28	675	..	..	37	1197	..	..
" " Sarnia " 	51	29	134	2743	..	..	14	186	6	294
Great Western and its Branches	346	187	305	6588	36	470	359	9213	62	6302
Grand Trunk Railway (in Canada)	716	209	..	..	14	220	187	3007	24	2641
Northern Railway	95	42	138	3692	40	459	10	129	7	654
Buffalo and Lake Huron Railway ...	159	62	229	5097	18	281	59	1275	21	1954
London and Port Stanley	24	9	28	897	..	..	24	745	3	441
Erie and Ontario Railway	17	7	37	600	..	..	10	254	5	182
Cobourg and Peterboro' (now closed) ..	28	12	..	..	849	12760	6	115	38	2722
Prescott and Ottawa	54	26	130	1910	389	3581	23	412	5	427
Montreal and Champlain, (in Canada).....	81	44	14	261	24	268	43	861	8	368
Grenville and Carillon	13	4	..	..	..	..	..	..	8	323
St. Lawrence and Industrie	12	4	..	..	..	..	4	98	..	..
Port Hope and Lindsay and Peterboro' Branch	56	37	164	4145	9	115	6	73	5	313
Total	1601	648	1045	24,090	1379	18,104	731	16182	186	16327

* Includes all open beam cu

Swing Bridge over the Welland Canal, 1 Span 66 Feet, 121 Feet over all—Wood.	
" " Desjardins " 1 " 66 " 126 " "	
" " River Richolieu 1 " 64 " 147 " "	
" " Lachine Canal, 2 " 49 " 122 " Iron.	
" " Welland " 1 " 64 " 104 " Wood.	
" " " Feeder, 1 " 60 " 92 " "	
" " Rice Lake, 2 " 52 " 126 " "	

TORONTO, 28th February, 1859.

the Railway Lines in Canada, at the period of first inspection, in 1857 and 1858.

WOODEN BRIDGES.					IRON BRIDGES.						BRICK OR STONE ARCH BRIDGES.			SWING BRIDGES, WOOD OR IRON.			TOTAL			
Length in Feet.	BENT AND BEAM.		ARCH AND TRUSS.		No. of Bridges.	GIRDER.		TUBULAR.		BRICK OR STONE ARCHES.		No. of Bridges.	No. of Spans.	Length in Feet.	No. of Bridges.	No. of Spans.	Length in Feet.	BRIDGING.		
	No. of Spans.	Length in Feet.	No. of Spans.	Length in Feet.		No. of Spans.	Length in Feet.	No. of Spans.	Length in Feet.	No. of Bridges.	No. of Spans.							Length in Feet.		
416	276	6964	37	4139	..	..	..	..	..	..	..	..	..	..	2	2	247	109	443	14,125
54	32	872	19	1869	..	..	..	..	..	..	..	..	..	..	..	..	..	32	102	3,606
..	37	1197	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	19	65	1,872
..	14	180	6	294	..	..	..	..	..	..	..	..	..	..	..	..	..	29	154	3,217
470	359	9213	62	6302	..	..	..	..	..	..	..	..	..	..	2	2	247	189	764	22,820
220	187	3007	24	2641	104	234	11,414	66	7312	30	667	10	19	777	2	3	269	325	577	26,307
459	10	129	7	654	..	..	..	..	..	..	..	..	..	..	..	..	..	42	195	4,934
231	59	1275	21	1954	..	..	..	..	..	..	..	..	..	..	2	2	196	64	329	9,653
..	24	745	3	441	..	..	..	..	..	..	..	..	..	..	..	..	..	9	55	2,082
..	10	254	5	182	..	..	..	..	..	..	..	..	..	..	..	..	..	7	52	1,036
12760	6	115	38	2722	..	..	..	..	..	..	..	..	..	..	1	2	126	13	895	15,723
3581	23	412	5	427	..	..	..	..	..	..	..	..	..	..	..	..	..	26	547	6,330
268	43	861	8	368	..	..	..	..	..	..	..	..	..	..	..	..	..	44	89	1,758
..	..	..	8	323	..	..	..	..	..	..	..	..	..	..	..	..	..	4	8	323
..	4	98	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	4	98
1151	6	73	5	313	..	..	..	..	..	..	..	..	..	..	..	..	..	37	184	4,646
18,104	731	16182	186	16327	104	234	11,414	66	7312	30	667	10	19	777	7	9	838	764	3699	95,711

* Includes all open beam culverts of 10 feet span and upwards

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SAMUEL KEEFER,

Inspector of Railways.

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TORONTO,

RAILWAYS OF CANADA.

*Average Bridging per mile, and average distance between
Bridges on all the Railways in Canada, at period of
first inspection, in 1857 and 1858.*

NAME OF RAILWAY.	Average feet of Bridging per mile.	Average dis- tance betw'n Bridges.
1. Great Western Railway, and its Branches.	66	1 mile $\frac{4}{5}$.
2. Grand Trunk " (in Canada.)	37	2 " $\frac{5}{5}$.
3. Northern " "	52	2 " $\frac{4}{5}$.
4. Buffalo and Lake Huron Railway	61	2 " $\frac{1}{2}$.
5. London and Port Stanley " "	87	2 " $\frac{3}{4}$.
6. Erie and Ontario Railway	61	2 " $\frac{3}{8}$.
7. Cobourg and Peterboro' Railway,—(now closed)	561	2 "
8. Prescott and Ottawa Railway	117	2 "
9. Montreal and Champlain " (in Canada)	22	1 " $\frac{7}{8}$.
10. Grenville and Carillon " "	25	3 " $\frac{1}{4}$.
11. St. Lawrence and Industrie Railway	8	3 "
12. Port Hope, Lindsay and Beaverton and Peterboro' Branch	83	1 " $\frac{1}{2}$.
Total average	59 $\frac{9}{12}$	2 miles.
The same average for all the Railways in the State of New York, according to the Railroad Commissioner's Report for 1858, was	71	1.89

SAMUEL KEEFER,

Inspector of Railways.

TORONTO, 28th February, 1859.

PROGRESS REPORT
Of Permanent Works substituted for temporary, up to 1st January, 1859.

NAME OF RAILWAY.	Pile and Trestle Replaced by Culverts and Embankments Feet.	WOODEN BRIDGES REBUILT.				WOODEN BRIDGES REPLACED BY IRON.			
		TRUSS.		BENT & BEAM.		No. of Bridges.	By GIRDER.	By TUBES.	No. of Bridges.
		No. of Bridges.	Length in feet.	No. of Bridges.	Length in feet.				
Great Western Railway	31	8	5 957	.....	.....	1	1	24	6 926
Grand Trunk (in Canada)	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo and Lake Huron	1,700	.....	.....	.....	.....	.....	.....	.....	.....
Cobourg and Peterboro	4,318	.....	.....	.....	.....	.....	.....	.....	.....
Northern	203	.....	.....	.....	.....	.....	.....	.....	.....
Prescott and Ottawa	2,737	.....	.....	.....	.....	.....	.....	.....	.....
Montreal and Champlain in Canada	511	1	1 65	4	4 80	.....	.....	.....	.....
Port Hope Lindsay and Beaverton	628	.....	.....	.....	.....	.....	.....	.....	.....
Total	10,123	9	9 1002	4	4 80	1	1	24	6 926

NOTE.—The Great Western is building a tubular girder over the Twelve Mile Creek, at St. Catharines, 180 feet span, with two side arches of masonry 50 feet each; and has ordered an iron swing bridge to take the place of the one at Desjardins Canal.

The Grand Trunk has rebuilt the swing bridge at the Richelieu, and has delivered girders to take the place of some other wooden bridges.

Toronto, 25th February, 1859.

SAMI EL KEEFER,
Inspector of Railways.

2

SAMUEL KEEFER.
Inspector of Railways.

TORONTO, 28th February, 1859.

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Classification of the Accidents which occurred on the Railways of Canada, from May

CORPORATE NAME OF RAILWAY.	GETTING ON OR OFF TRAINS WHILE IN MOTION.				FELL OR THROWN FROM TRAIN.				WALKING, STANDING OR LYING ON TRACK.				AT ROAD CLOSINGS.				ON PLATFORM AT STATION.				COUPLING OR UNCOUP'G CARS.		STRUCK AGAINST BRIDGE OR OTHER OBJECT NEAR TRAIN.			
	Passengers		Employees		Passengers		Employees		Employees		Others		Employees		Others		Passengers		Employees		Employees		Passengers		Employees	
	Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.	
1 The Great Western and its Branches.....																										
2 The Grand Trunk.....		2	1					1	3	1	1	2													1	
3 The Northern.....							1				2	1														1
4 The Buffalo and Lake Huron.....									1		5	1														
5 The London and Port Stanley.....											2															1
6 The Erie and Ontario.....															1											
7 The Port Hope and Lindsay.....																										
8 The Colbourn and Peterboro'.....																										
9 The Prescott and Ottawa.....																										
10 The Montreal and Champlain.....																										
11 The Grenville and Carleton.....																										
12 The St. Lawrence and Industrie.....																										
TOTALS.....		2	1				1	1	4	1	10	4			1						1	3			2	

INSPECTOR OF RAILWAYS OFFICE,

Toronto, 28th February, 1859.

IX.

SAMUEL KEEFER,

Inspector of Railways.

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Classification of the Accidents which occurred on the Railways of

No.	CORPORATE NAME OF RAILWAY	GETTING ON OR OFF TRAINS WHILE IN MOTION.				FELL OR THROWN FROM TRAIN.				WALKING, STANDING OR LYING ON TRACK.				AT ROAD CROSSINGS.				ON PLATFORM AT STATION.				COUPLING OR UNCOUP'G CARS.				STRUCK AGAINST BRIDGE OR OTHER OBJECT NEAR TR.			
		Passengers		Employees		Passengers		Employees		Employees		Others		Employees		Others		Passengers		Employees		Employees		Employees		Passengers		Employees	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	The Great Western and its Branches...	2	1	2	...	2	...	1	1	1	...	6	3	...	1	...	...	...	...	...	...	3	...	...	...	...	...	...	...
2	The Grand Trunk	1	1	1	...	...	...	...	1	3	...	13	1	...	...	1	1	...	...	...	...	...	4	...	...	...	...	...	...
3	The Northern	2	1	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...
4	The Buffalo and Lake Huron	...	1	...	...	1	...	1	...	...	...	3	...	...	...	1	...	...	...	...	1	...	...	...	...	...	...	...	...
5	The London and Port Stanley	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	The Erie and Ontario	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	The Port Hope and Lindsay	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8	The Cobourg and Peterboro'	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9	The Prescott and Ottawa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10	The Montreal and Champlain	...	...	...	...	...	...	1	...	...	...	1	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
11	The Grenville and Carillon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	The St. Lawrence and Industrie	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTALS.		4	4	3	1	3	...	4	3	4	...	23	4	...	2	2	2	...	...	...	...	4	5	...	...	...	...	...	...

INSPECTOR OF RAILWAYS OFFICE,

Toronto, 28th February, 1859.

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TORONTO

SPEED OF TRAINS

Upon the Railways in Canada, in the year 1858.

NAME OF RAILWAY.	AVERAGE SPEED OF TRAINS IN MILES PER HOUR, PER TIME TABLE.							
	Express.		Accom'n.		Mixed.		Freight.	
	Including Stops	Between Stations.	Including Stops.	Between Stations.	Including Stops.	Between Stations.	Including Stops.	Between Stations.
1 The Great Western Railway.								
Summer..	24½	27	22	28	15	17	...	...
Winter..	24	26	21	27	...	...	16	13
Do. Toronto Branch,								
Summer..	23	29	22	27	18	22	...	...
Winter..	22	26	22	27	...	...	13	16
2 The Grand Trunk Railway.								
Toronto and London..	25	30	21	25	...	...	12	15
Do. Toronto and Montreal.								
Summer..	26	31	21½	27	13½	16	...	...
Winter..	24	29	20	25	...	...	12½	15
Do. Montreal and B Line								
Summer..	32	36	25	30	...	...	14	17
Winter..	...	...	21	25	...	...	...	...
Do. Quebec and Richmond								
Summer..	32	36	25	30	...	...	14	17
Winter..	...	...	24	29	...	...	...	...
3 Northern.								
Do. Reduced, 27 Dec. 1858.	...	...	12	15	...	...	18	17
4 Buffalo and Lake Huron.....	27	34	22	27	16½	21	3	19
5 London and Port Stanley.....	...	...	...	...	18	24	...	...
6 Port Hope and Lindsay.....	...	...	...	...	12	16	12	15
7 Cobourg and Peterboro'.....	...	...	14	21	...	...	19	1
8 Prescott and Ottawa.....	...	...	22	27	...	...	1	20
9 Montreal and Champlain.....	...	...	22	27	15	15	...	...
10 Erie and Ontario.....	...	...	17	23	...	...	...	...
11 Greenville and Carrillon.....	...	...	13	14	...	...	...	...
12 St. Lawrence and Industrie.....	...	...	...	...	8	9	...	...
Average Speed of best roads.....	6	30½	22	27	15½	19	18	16
Same average in the State of N. York.	...	32½	...	...	...	...	...	15

SAMUEL KEEFER,

Toronto, 28th February, 1859.

Inspector of Railways.

NUMBER AND STATE OF REPAIR

*Of Locomotive Engines running on Railways opened in
Canada, at the end of the year 1858,*

No.	NAME OF RAILWAY.	IN GOOD ORDER.	REQUIRING SLIGHT REPAIRS.	REQUIRING HEAVY REPAIRS.	TOTAL
1	The Great Western and its branches.....	65	8	14	87
2	" Grand Trunk Railway of Canada.....				197
3	" Northern Railway of Canada.....	8	8	1	17
4	" Buffalo and Lake Huron Railway.....	18	4	7	29
5	" London and Port Stanley Railway.....	2			2
6	" Erie and Ontario Railway.....	2			2
7	" Cobourg and Peterboro' Railway.....			3	3
8	" Prescott and Ottawa Railway.....	3	2		5
9	" Montreal and Champlain Railway.....	12	3	1	16
10	" Greenville and Carleton Railway.....		1	1	2
11	" St. Lawrence and Industrie Railway.....	2			2
12	" Port Hope, Lindsay & Beaverton Rail'y	4			4
	Totals.....				346

SAMUEL KEEFER.

TORONTO, 28th February, 1859.

Inspector of Railways.

ROLLING STOCK.

Statement of the number and condition of the Passenger, Freight, and other Cars and Rolling Stock, on all the Railways in Canada, on the 31st December, 1858.

DESCRIPTION OF STOCK.	In good Repair.	Requiring slight Repairs	Requiring heavy Repairs	Total Number
FIRST CLASS PASSENGER CARS,—				
With 12 wheels	36	5	2	43
With 8 wheels	143	19	7	169
With 4 wheels	1			1
SECOND CLASS PASSENGER CARS,—				
With 8 wheels	105	7	6	118
With 4 wheels	4			4
BAGGAGE, MAIL AND EXPRESS,—				
With 12 wheels	6	1	1	8
With 8 wheels	85	7	9	101
With 4 wheels	2			2
BOX, FREIGHT AND CATTLE CARS,—				
With 8 wheels	2201	107	69	2377
With 4 wheels	90	8	2	100
PLATFORM CARS,—				
With 8 wheels	1550	228	63	1841
GRAVEL CARS,—				
With 8 wheels	86	31	14	131
With 4 wheels	592	60	122	684
SPAR TRUCKS,—	24			24
SNOW PLOUGHS, (large size) —	40			40
HAND CARS,—	174	3	7	184

SAMUEL KEEFER,

Inspector of Railways.

TORONTO, 28th February, 1859.

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TOTAL

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the Year 1858.

TOTAL Miles run not Light ning and tinting	TOTAL Mileage of all TRAINS.	TOTAL No. of <i>Passengers</i> carried in CARS.	TOTAL No. of Miles travelled by <i>Passengers.</i>	AVERAGE No. of Miles travelled by each <i>Passenger.</i>
.....	1,380,900	577,415	47,015,196½	81 $\frac{42}{100}$
47,136	2,049,975	583,182	30,924,580	58
.....	254,530	86,029	3,637,227	42 $\frac{1}{100}$
.....	448,916½	122,630	4,168,436	33 $\frac{00}{100}$
.....	37,081	20,928	347,438	17
.....	12,600	14,190	170,280	12
.....	35,500	6,000	90,000	15
.....	89,222	31,868	1,356,760	42 $\frac{57}{100}$
.....	166,245	132,529	2,534,106	19 $\frac{15}{100}$
.....	11,050	10,000	130,000	13
.....	6,766	3,982	95,808	24
.....	59,957	25,372	554,438	21 $\frac{8-3}{1000}$
47,136	4,532,742½	1,613,935	91,027,299½	31 $\frac{60}{1000}$

SAMUEL KEEFER,

Inspector of Railways.

Train and Passenger Mileage on all the Railways in

	NAME OF RAILWAY.	TOTAL	TOTAL	TOTAL
		No. of Miles run	No. of Miles run	No. of Miles run
		by <i>Passenger</i> TRAINS.	by <i>Mixed</i> and <i>Freight</i> TRAINS.	by <i>Freight</i> and <i>Cons</i> TRAINS.
1	The Great Western and its Branches	572.551	555.226	233
2	" Grand Trunk	738.452	674.134	390
3	" Northern	120.440	115.490	18
4	" Buffalo and Lake Huron	201.392½	82.253	165
5	" London and Port Stanley .....	.....	32.802	4
6	" Erie and Ontario, (closed in winter from May to November)	12.600	.....	.....
7	" Cobourg and Peterboro' (Now closed)	9.000	16.500	10
8	" Prescott and Ottawa	37.730	36.934	14
9	" Montreal and Champlain	42.120	96.822	27
10	" Grenville and Carillon .....	.....	9.500	1
11	" St. Lawrence and Industrie	1.536	2.350	2
12	" Port Hope, Lindsay and Beaverton, and its Branch .....	.....	49.126	10
Totals		1.735.821½	1.671.137	878

TORONTO, 28th February, 1859.

on all the Railways in Canada, for the Year 1858.

XIV.

	TOTAL No. of Miles run by <i>Mixed</i> and <i>Freight</i> TRAINS	TOTAL No. of Miles run by <i>Wood</i> and <i>Construction</i> TRAINS.	TOTAL No. of Miles run by <i>Pilot Light</i> running and Shunting TRAINS.	TOTAL Mileage of <i>all</i> TRAINS.	TOTAL No. of <i>Passengers</i> carried in CARS.	TOTAL No. of Miles travelled by <i>Passengers.</i>	AVERAGE No. of Miles trav-elle by each <i>Passenger.</i>
1	555.226	233.123	.....	1.360.900	577.415	47.015.196 $\frac{1}{2}$	81 $\frac{42}{100}$
2	674.134	390.253	247.136	2.049.975	583.182	30.924.580	58
3	115.490	18.600	.....	254.530	86.029	3.637.227	42 $\frac{1}{2}$
4	82.253	165.271	.....	448.916 $\frac{1}{2}$	122.630	4.168.436	33 $\frac{00}{100}$
5	32.802	4.279	.....	37.081	20.928	347.438	17
6	.....	.....	.....	12.600	14.190	170.280	12
7	16.500	10.000	.....	35.500	6.000	90.000	16
8	36.934	14.558	.....	89.222	31.868	1.356.760	42 $\frac{67}{100}$
9	96.822	27.303	.....	166.245	132.329	2.534.106	19 $\frac{12}{100}$
10	9.500	1.550	.....	11.050	10.000	130.000	13
11	2.350	2.880	.....	6.766	3.992	95.808	24
12	49.126	10.831	.....	59.957	25.372	554.468	21 $\frac{8-2}{100}$
13	1.671.137	878.648	247.136	4.532.742 $\frac{1}{2}$	1.613.935	91.027.299 $\frac{1}{2}$	31 $\frac{62}{100}$

SAMUEL KEEFER,

Inspector of Railways.

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RETURN of the Accidents and Casualties which have occurred on the LONDON AND PORT STANLEY RAILWAY, from the 27th day of May, in Railways Act," 20th Vic., Chap. 12th, Sec. 14.

DATE	Time of Day or Night	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Who was employed?
September 17	8.50 P.M.	Special Engine.....		F. HAYSON.....	1.	Westminster.....	Margaret McInnis....	Trespasser
September 25	6.20 P.M.	Mixed.....	Wm. Eager.....	Wm. Harrison.....	2.	Westminster.....	John Lee.....	Trespasser
October 15	10.15 A.M.	Mixed.....	Wm. Eager.....	Wm. Harrison.....	2.	Yarmouth.....	Frank Watson.....	Brake

Sworn before me, one of her Majesty's Justices of the Peace, this the ninth day of April, 1858.

(Signed,)

M. ANDERSON

RETURN of the Accidents and Casualties which have occurred on the GREAT WESTERN RAILWAY OF CANADA, from 27th May to 31st Dec.

DATE	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Who was employed?
September 1	4 P.M.	Day Express, west.....	F. Carrier.....	"Sapphire." McDonald driver.....		2½ miles East of Ingersoll.....	D. McCormick.....	Fireman
October 13	1.45 A.M.	Night Express, west.....	Howard.....	"Ajax".....		3 miles west of London.....	None.....	None

William Comber Stephens, Secretary to the Great Western Railway Company, signed this return, and swore to the same being true this 13th April, 1858.

on the 27th day of May, 1857, and during the half year ending 31st December 1857, made in compliance with the provisions of the "Accidents

Name or description of person injured or killed.	Whether passenger, employee, or other	Nature of Accident to Persons	Damage done to Property	Cause of accident. Action taken by Company to prevent recurrence. REMARKS.
Margaret McInnis....	Trespassing	Killed		That the deceased came to her death by being struck by an engine on the Port Stanley Railroad; that the accident was caused by the deceased being improperly on the track after dark, and that no blame whatsoever can be attached to any person connected with the train.
John Lee.....	Trespassing	Killed		That the deceased was killed by being struck by an Engine running on the Port Stanley Railway; no blame being attached to the parties connected with the running of the train.
Frank Watson.....	Brakesman.....	Killed		That the deceased Frank Watson came to his death by accidentally coming in contact with a portion of a bridge crossing the Port Stanley Railway, while on the cars, and being thrown on the track, the cars passed over his lower extremities and so come to his death accidentally.

(Signed,)

M. ANDERSON,
J. P.

(Signed)

W. BOWMAN.

from 27th May to 31st December, 1857, made in compliance with the provisions of the "Accidents on Railways Act," 20 Vic. Chap. 12, Sec. 14.

Name or description of person injured or killed.	Whether passenger, employee, or other	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence. REMARKS.
D. McCormick.....	Fir man in Company's employ ..	Badly scalded, from effects of which he died	Engine, Tender, Baggage and second class car, thrown off track.....	Heavy rains washed sand on to track, whereby engine and cars thrown off.
None	None	None	Slight	Night Express west met a wood train; the party in fault, James Manby, Station Master at London, has been discharged and prosecuted to conviction by the Company.

of true this 13th April, 1858.

(Signed,)

MACDONALD BRIDGES,
A Commissioner in Queen's Bench, Wentworth.

(Signed,)

W. C. STEPHENS.

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.. Loss of both legs

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RETURN of the Accidents and Casualties which have occurred on the ERIE AND ONTARIO RAILWAY, during the half year ending the 13th

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name and description of persons injured or killed.	Whether passenger, employee, or other.
18	Noon	No. 1 Passenger.....	John Rousseau.....	John Merrill.....	"Niagara".....	Brown's Crossing, Queenstown..	John Robbins, child of eight years of age.	Neither a passenger nor employee.

COUNTY OF LINCOLN, }
TOWN OF NIAGARA, TO WIT:

Be it remembered, that on the 26th day of March, 1858, William Turner of the said Town, Superintendent of the Erie and Ontario Railway, County, and being duly sworn deposeeth and saith that the above return is true and correct to the best of his knowledge.

Sworn before me the day and year aforesaid,

(Signed,)

JOHN SIMPSON,

J. P.

RETURN of the Accidents and Casualties which have occurred on the GRAND TRUNK RAILWAY, of Canada, from May 27th to December 31,

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or other.
1858	7 A.M.	No. 4, Express.....	P. W. C. W. Case	Peter Condron.....	25	Chaudiere.....	E. Corrigan	Labourer
		No. 1, Gravel.....	P. Simotte	F. Lambert	154	Petersburg.....	J. Steinbeaugh.....	Employee
		Empty	In charge of Switch	man	194	Cobourg	W. C. Donovan	Labourer
		No. 2, Express.....	J. Walker.....	J. Stott	64	Near Tyendinaga	Mohawk Indian.....	Labourer
		Wood	H. Lucie.....	H. Rudely	99	Gananoque.....	Thos. Walker	Labourer
	7 A.M.	Emigrant	Alexander	J. Worsley.....	97	Near Scarboro'	Jas. Maxwell	Trackman
		No. 4, Passenger.....	Wm. Mitchell.....	A. Smith	99	" Brampton.....	P. Murphy.....	Resident
		Express.....	J. Thompson	R. Whitehead.....	68	" St. Auns	Unknown	Labourer
		Flat .....	.....	J. Boudoin	158	Kingston	Jas. McKay	Employee
	1 P.M.	Express.....	M. Vallee.....	H. Mayo.....	173	Prescott	Andrew Todd	Passenger
		No. 1, Express.....	J. Kirkham.....	J. Scott	148	Oshawa.....	Peter Ingram.....	Trackman
	10 A.M.	No. 7, Freight	M. Conture.....	Abbott	40	Longueuil.....	Peter Fontaine	Brakeman
		No. 2, Express.....	J. Walker.....	W. Coon.....	96	Belleville.....	J. Spragg	Passenger
		Freight	J. Munroe	Chesborough.....	77	Near Trenton.....	Thomas Smith.....	Trackman

Sworn before me this 15th July, 1858.

(Signed)

J. DOUCET,

J. P.

of year ending the 13th December, 1857, made in compliance with the provisions of the "Accidents on Railways Act," 20 Vic. Chap. 12 Sec. 14.

Name and description of persons injured or killed.	Whether passenger, employee, or other.	Nature of accident to persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
REMARKS.				
Robbins, child eight years of age.	Neither a passenger or employee	Death .....	.....	This child lay on his belly across the rail, with his head laying down into the cattle guard, the Engineer could not ascertain, in time what the object was which lay on the rail, though both whistle and bell were used, the object did not stir, and the Jury did not attach any blame to the servants of the Company for want of care on the occasion.

id Town. Superintendent of the Erie & Ontario Railway, personally appeared before the undersigned, one of His Majesty's Justices of the Peace for the said district to the best of his knowledge and belief.

N,
J. P.

(Signed)

Wm. TURNER,
Superintendent E. & O. R. R. Co.

ay 27th to December 31, 1857, made in compliance with the provisions of the "Accidents on Railways Act," 20th Vic. Chap. 12th, Sec. 14.

Name or description of person injured or killed.	Whether passenger, employee, or other.	Nature of Accident to persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
REMARKS.				
Corrigan	Labourer	Killed	None	Struck on head, supposed to have been sitting on end of a tie, asleep.
Steinbeaugh	Employee	An arm broken .....	.....	Thrown from the cars by a man in liquor.
C. Donovan	Labourer	Loss of left leg .....	.....	Walking on the track drunk—warned off twice.
Lawk Indian .....	.....	Broken ribs .....	.....	Trespassing on the line, recovered in two months.
S. Walker	Labourer	Killed	1 Car and part of Engine damaged	Some wood cars came in contact with another train, wheels not scotched—Conductor dismissed.
Maxwell	Tracksmen	Killed	None	Drunk—run over—verdict "accidental death."
Murphy	Resident	Fractured limb .....	.....	Ran in beneath the engine under the influence of liquor.
Johnson .....	.....	Killed .....	.....	Man walking on track after dark.
McKay	Employee	Killed .....	.....	Carelessness of deceased (shunting) jammed between car and platform, his lamp caught between, and injured him fatally.
Law Todd	Passenger	Leg broken .....	.....	Jumping off train while in motion.
Ingram	Tracksmen	Killed .....	.....	Drunk—run over—verdict "accidental death."
Fontaine	Brakeman	Jammed between cars .....	.....	Coupling cars, man recovered.
Bragg	Passenger	Loss of left arm .....	.....	Drunk, jumping on train after it started.
Smith	Tracksmen	Loss of both legs .....	.....	Was in liquor; got on train between engine and first car without knowledge of conductor; fell off and train passed over him.

The contents of the above Schedule are true to the best of my knowledge and belief

(Signed)

W. SHANLY,
General Manager, G. W. R.

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Other	Nature of
.....	Killed
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Sworn to before me. th

RETURN of the Accidents and Casualties which have occurred on the BUFFALO AND LAKE HURON RAILWAY, during the half year ending 30th June 1858.
Victoria, Chapter 12th, Section 14.

Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of persons injured or killed.	Whether passenger or employee of the Railway.
Day	Passenger	R. M. Frost	George King	Wisconsin	1½ miles east of Port Colborne	Mary Kold	Passenger
Day	Freight	Holmes	J. McPhail	Chicago	Tavistock	James McAnnelly	Passenger
Day	Gravel Train			Cayuga	Onondago	George Simpson	Passenger
Night	Express, West	Anderson	E. Bowen	Michigan	Brantford	James Power	Sectionman
Do	Do	Rogers	M. Christian	Paris	2¼ miles west of Dunville	Edward Jay	Employee
Day	Day Express, West	McCoy		Wisconsin	Paris Station	R. Hogarth	Employee
Day	Accommodation, West	G. Covell	E. Bowen	Michigan	3 miles west of Brantford	Cook	Employee
					¼ west of Dunville	A. Troble	Employee

Sworn before me, at Fort Erie, this fifteenth day of July, 1858.

(Signed,)

ALEXANDER DOUGLAS.

J. P. for County of Well.

RETURN of the Accidents and Casualties which have occurred on the ONTARIO, SIMCOE AND HURON UNION RAILWAY, between Toronto and Godfrin's Station, during the half year ending 30th June 1858.
Accidents on Railways Act, 20th Victoria, Chapter 12th, Section 14.

Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of persons injured or killed.	Whether passenger or employee of the Railway.
Day	Freight Train	George Palin	S. Jackson	13	Newmarket	William Taylor	Brakesman
Day	Wood Train	B. P. Hurty	J. Metzger	12	Mad River	William Staine	Stranger
Day	11 A.M. Mail Train North	Wm. McDonald	— McCall	14	Near Barrie	John Casey	Neither passenger or employee
Day	12 P.M. Mail Train North	Charles S. Plumb	— McCall	14	Near Scanlan's	John Avery	Neither passenger or employee
Day	10 A.M. Freight Train North	Francis Lawrence	Henry Boynton	15	Aurora	Michael Looney	Brakesman
Day	10 A.M. Through Freight Train South	William Dollery	Edward Fernald	6	One mile north of Barrie	Patrick Hart	Brakesman

Verd.—No Engine or Train has been off the track, or accident or injury to any passenger.

(Signed) J. LEWIS GRANT,

Superintendent O. S. & H. R. R.

CITY OF TORONTO, }
 TO WIT: }

Subscribed and

During the half year ending the 31st December, 1857, made in compliance with the provisions of the "Accidents on Railways Act," 26th

Person injured or killed.	Whether passenger, employee, or other.	Nature of Accident to persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.	REMARKS.
John Kold.....		Killed.....		Trespassing on track.	
James McAnnally.....		Killed.....		Do.	
George Simpson.....		Hurt.....		Do.	
James Power.....	Sectionman.	Killed.....		Do.	
Edward Jay.....		Killed.....		Do.	
Thomas Oggarth.....	Employee.	Hand Crushed.....		Coupling cars in Paris yard.	
Robert.....		Killed.....		Playing on the track.	
		Killed.....		Dead, trespassing on the track.	

DOUGLAS,
J. P. for County of Welland.

(Signed)

JOHN B. WATTS,
Assistant Superintendent, B. & L. H. Railway.

between Toronto and Collingwood, during the half year ending the 31st December, 1857, made in compliance with the provisions of the

Person injured or killed.	Whether Passenger, employee, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.	REMARKS.
John Taylor.....	Brakesman.	Hip dislocated.....		Uncoupling cars.	
James Staine.....	Stranger.....	Hip fractured.....		Lying beside the track intoxicated, with a jug of whiskey by his side.	
Casey.....	Neither passenger or employee.	Killed.....		Intoxicated, lying in a culvert, could not be seen, raised his head and was struck by the engine, Verdict "Accidental death."	
Avery.....	Neither passenger or employee.	Leg cut off.....		Intoxication, lying on the track with one foot on the rail, a jug of whiskey by his side, died two days after. Verdict "Accidental death."	
Edward Looney.....	Brakesman.	Both legs cut off.....		Uncoupling cars fell, three box and two platform cars passing over him, was brought to Toronto, and died from the effects of injury received, two hours after, in the Toronto Hospital, Verdict "Accidental death."	
John Hart.....	Brakesman.	Killed instantly.....		Fell between cars, the train passing over him, Verdict "Accidental death."	

ONTARIO, } Subscribed and Sworn to before me, this 23rd day of March, in the year of Our Lord, One Thousand Eight Hundred and Fifty Eight.

(Signed)

Wm. H. BOULTON,
Mayor.

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RETURN of the Accidents and Casualties which have occurred on the MONTREAL AND CHAMPLAIN Railway, during the half year ending the 30th Victoria, Chapter 12th, Section 14.

DATE	Time of Day or Night	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or other.
1858	10 P.M.	Passenger	John Crosby	(Engine detached)....	.....	Lachine	Jos. Filiatrault	Other

Sworn before me at Montreal, this 14th day of July, 1858.
(Signed)

Z. BOUTLIER, J. P.

RETURN of the Accidents and Casualties which have occurred on the COBBOURG & PETERBORO' RAILWAY, during the half year ending the 30th Victoria, Chapter 12th, Section 14.

DATE	Time of Day or Night	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or other.
1858	10 A.M.	Freight and Wood	James Brown	John Pendergrast....	Cobourg....	Peterboro'	* George Bone	Brakesman

* This man afterwards died in the hospital.

Sworn before me at Cobourg, this 23rd day of December, 1858.
(Signed)

W. Y. STRONG, J. P.

ing the half year ending the 30th day of June, 1858, made in compliance with the provisions of the "Accidents on Railways Act."

or description of person injured or killed.	Whether passenger, employee, or other.	Nature of Accident to Persons	Damage done to Property	Cause of accident. Action taken by Company to prevent recurrence.	REMARKS.
viatrant	Other	Leg broken—since dead...	None	Decensed very old and deaf, was crossing the track, immediately in front of train.	

I hereby certify the above Return is correct and true, to the best of my knowledge and belief.

(Signed)

W. A. MERRY, Sec'y. M. & C. R. R. Co.

year ending the 30th June, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20 Vic. Chap. 12, Sec. 14.

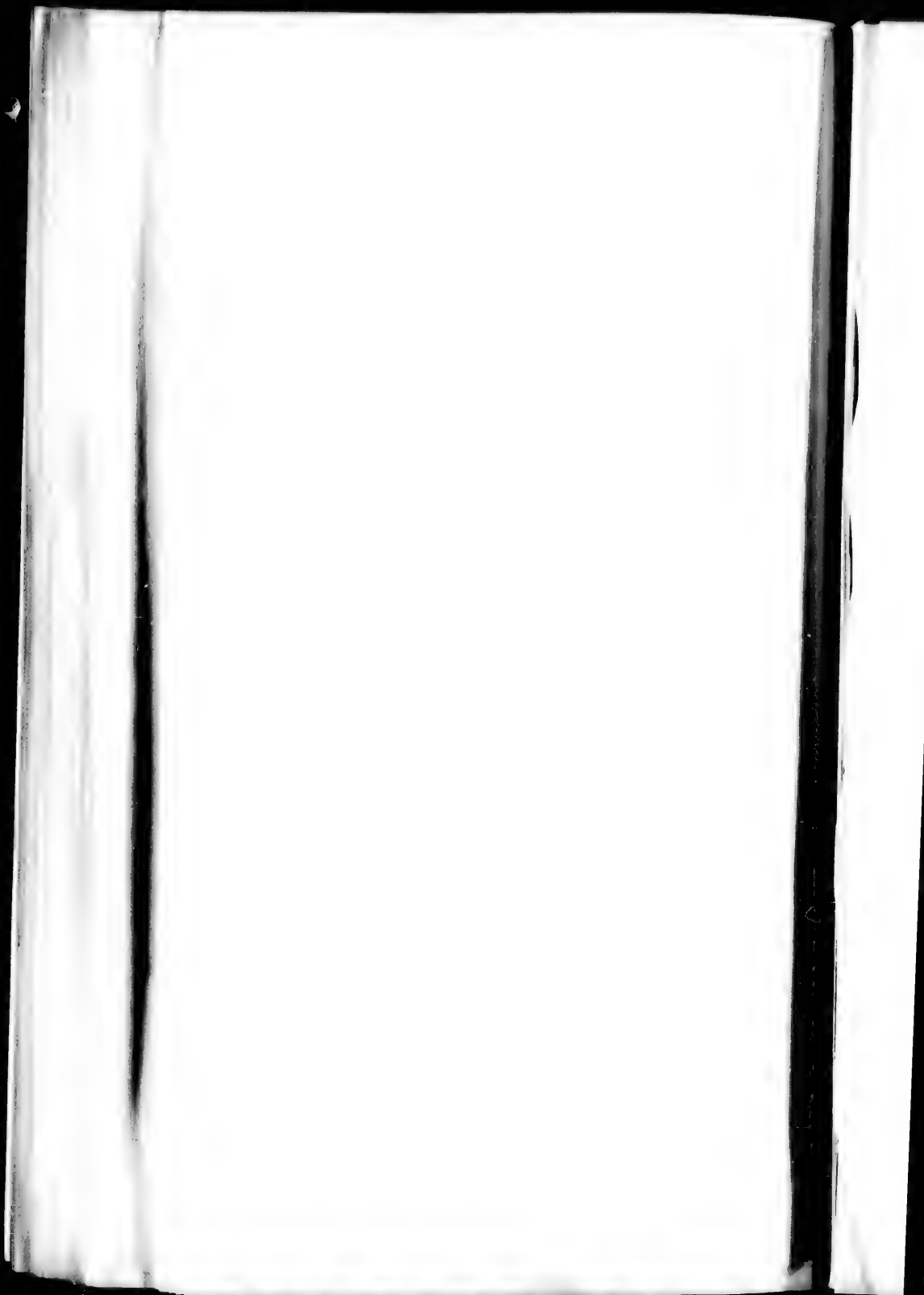
or description of person injured or killed.	Whether passenger, employee, or other.	Nature of accident to persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.	REMARKS.
ge Bone.....	Brakesman	Foot and Arm crushed ...	Four head of cattle killed.	The turning of a stick of cordwood, while stepping from one car to another.	

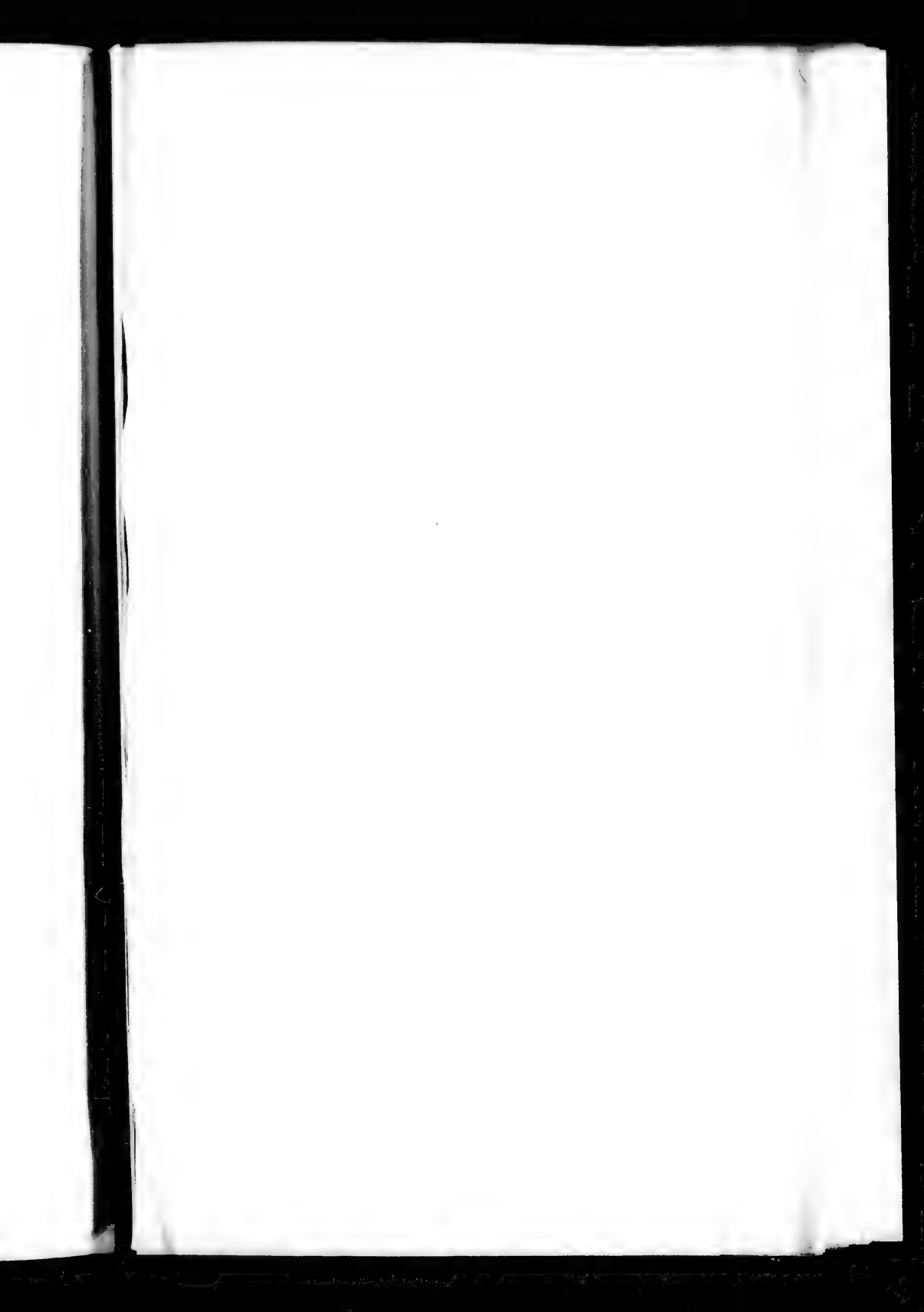
man afterwards died in the Toronto Hospital from the effects of the above injuries.

This is correct.
(Signed)

JAMES BARBER, Superintendent.

8





RETURN of the Accidents and Casualties which have occurred on the ONTARIO, SIMCOE AND HURON UNION RAILWAY, Toronto, Canada, of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether Passenger, Employee, or other.
1858.								
May 2	1.30, A.M.	Way Freight.....	F. Lawrence	E. Deverall	8	Mile south of Lefroy.....		
" 2	8.18, A.M.	Accommodation	C. Plumb	J. Metzker	12	South New Market.....		
" 2	12 Noon.	Way Freight.....	F. Lawrence	E. Deverall.....	Seymour.	Lefroy.....	Joshua Coon.....	Employee
" 2	"	"	F. Lawrence.....	C. Lathrop.....	13	New Market	Michael Cain.....	"
" 2	8.50, A.M.	Mail	H. Roberts.....	Joseph Metzker.....	12	South of Aurora		
" 2	10.10, A.M.	"	McDonald.....	Levi Williams.....	16	Holland Landing		
" 2	11.15, A.M.	"	C. Plumb	McCall	14	"		
" 2	12.00, A.M.	Accommodation	J. Harvie	"	14	"		

Sworn before me at Toronto, this 26th day of August, A. D. 1858.

(Signed)

D. B. READ,

Alderman of the City of Toronto, and J. P.

CITY OF TORONTO, { JUSTUS L.

TO WIT: { th

RETURN of the Accidents and Casualties which have occurred on the GRAND TRUNK RAILWAY, of Canada, during the half year ending 30th June, 1858.

No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether Passenger, Employee, or other.
No. 3, Passenger Train.....	Cooke	Wm. Coone	79	Front Street, Toronto.	J. Macindless.....	Teamster.....
Through Freight.....	Rafferty	S. Hall.....	191	Newcastle	Henry Kidd	Brakeman.....
No. 3, Freight.....	E. Barlow	Wm. Toad	50	Black River.....	D. McNeil	Fireman
No. 5, Freight	R. Johnson	Edward Nize.....	150	Queen's Wharf	Ed. Nize.....	Driver.....
No. 8, Lumber Train	E. Rowe	S. Dimond	157	Malton	Mary Maber	Resident
Lumber Train	P. Henleyman.....	W. Johnstone.....	15	Lennoxville	Alex. Coder	Brakeman.....
No. 2, Mail Train	F. Letard	W. Toad.....	70	Black River	B. Carrier and Maria O	Farmer and Child
No. 4, Passenger Train.....	Wm. Brown	S. Sheaffer	95	Georgetown	George Higgins.....	Resident
Mail.....	T. B. Harris.....	G. Walker	69	Near River Beauclette.....	B. Gourlay.....	Stranger

Sworn to as to the correctness thereof, before me, this third day of September, 1858.

(Signed)

T. DOUCET, J. P., District of Montreal.

RAILWAY, Toronto, Canada West, during the half year ending the 30th June, 1858, made in compliance with the provisions

Description of person injured or killed.	Whether Passenger, Employee, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
				REMARKS.
			Cow Killed	Cow on track, fences are good, cattle break out to feed side of track.
			" "	" "
Coon.	Employee	Hand caught by drawheads		Coupling Cars, lost one finger, is recovered, and at work for Co's.
Cain.		Badly bruised		Fell between cars, since recovered, and at work for Company.
			Broke the leg of a Cow	Cow on the track.
			Cow killed.	" "
			" "	" "
			Bridge partially burned.	When within a short distance of Mad River a man named William Scott, signalled the train to stop, the Conductor found the Bridge was partially burned, near the bridge was found a match box, and part of a newspaper; we have every reason to believe it was the work of an incendiary. A reward of \$500 was offered. There is a man under arrest in Barrie gaol, but not yet tried. The train was detained three hours.

F TORONTO. (JUSTUS LEWIS GRANT, of the City of Toronto, Superintendent of the Ontario, Simcoe, and Huron Railroad, maketh oath and saith,
O WIT: that the within Return is true in all its particulars, to the best of his knowledge and belief.
(Signed) J. LEWIS GRANT, Superintendent.

for the half year ending 30th June, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20th Vic. Chap. 12th. Sec. 14.

Description of person injured or killed.	Whether Passenger, Employee, or other.	Nature of Accident to persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
				REMARKS.
Indless.	Teamster.	Knocked down and bruised	Wagon Broken.	Horses became restive—man recovered in a few days.
Kidd	Brakeman.	Killed	None.	Walking on roof of cars, with his back to engine. Struck by bridge.
Wil	Fireman.	Struck on head.	"	Do. do. do. and struck by bridge. Recovered.
e.	Driver.	Arm Crushed.	"	Endeavoring to couple two freight cars while train was in motion, it not being his duty. Arm injured between buffers. Recovered.
aber	Resident.	Bruised	"	Was drunk; lying on track; engine threw her off; recovered.
oder	Brakeman.	Arm Broken	"	Was coupling cars; fell off train; arm amputated.
er and Maria O	Farmer and Child.	Killed	"	Two children were playing on level crossing; in the endeavor to save them, the father and one of the children were killed.
Higgins.	Resident	Arm cut off	"	Thrown down by a passenger getting on train—arm amputated and apparently recovering, was afterwards taken ill and died.
ay.	Stranger	Killed	"	Drunk—run over by train.

(Signed)

W. SHANLY,
General Manager.

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Fell off Train

Thigh broken

Arm jammed

Earth fell on h

Struck his head

Legs run over

Lost his leg

Run over

Feet crushed

Run over

Killed

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Nature of Accident to Persons.

Jammed between cars....

Fell off Train.....

Thigh broken.....

Arm jammed.. ..

Earth fell on him

Struck his head ag't bridge

Legs run over

Lost his leg

Run over.....

Feet crushed.....

Run over

Killed.....

Run over and killed.....

RETURN of the Accidents and Casualties which have occurred on the GREAT WESTERN RAILWAY OF CANADA, during the half year ending the 30th

DATE.	Time of Day or Night.	No. and Description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or other.
.....	.....	It was not known at the time.	E. Barrett.....	.....	.....	Bronte	Wm. Belyea.....	Mail Courier
.....	7, A.M.	Morning Express Train West.	Willy	Spence	Illinois	Cold Springs	David Ross.....	Passenger
.....	3.45 P.M.	No. 6, Freight, West.....	Thorpe	Sharp and Flood.....	Lyoness & Norfolk. }	Paris	William Benson	Brakesman
.....	4.40 "	No. 6, Freight, East	Delany	Welsh and Cox	Etna and Pollux. }	Beachville	Owen Flynn.....	do.
.....	.....	.....	.....	.....	.....	St. Catherines Gravel Pit	Pat Kennedy.....	Contractor's man
.....	8.10 "	No. 3, Freight West	Baillie.....	Hall.....	Python	Third bridge west of London.....	J. Baillie.....	Conductor
.....	10.00 A.M.	do. do.	J. Fox	Muirhead	Atlas	Harrisburg.....	Joseph Blades	Brakesman.....
.....	 P.M.	Day Express, West.....	Hawkins.....	Porter	Diamond.....	St. Catherines trestle work	Pat McHugh	Passenger
.....	 "	do. East	do.	Graham.....	Oberon	West of Glencoe	Wm. Walker .....	.....
.....	.....	Gravel Train	D. Varry	B. Hutson.....	Detroit	Baptiste Creek	J. Hays.....	.....
.....	8.10 P.M.	No. 3, Freight, West	Hall	Sharp	Lyoness	Half a mile west of Thamesville.....	F. Sharp.....	.....
.....	.....	Ballast Train.....	J. Plummer	W. Hood.....	Hamilton	Lewisville Siding	Burcher	Brakesman.....
.....	11 A.M.	No. 2 Express, Toronto Branch	E. Barrett.....	Purdan.....	Welland	A mile west of Etobicoke bridge	Jas. Anderson .....	.....

This Return is subscribed by WILLIAM C. STEPHENS, Esquire, Secretary of the Great Western Railway Company, }
 was sworn to by him in my presence, as a true return, to the best of his knowledge and belief.
 (Signed) EMILIUS IRVING. A Commissioner for taking Affidavits in the Queen's Bench. }

Half year ending the 30th June 1858, made in compliance with the provisions of the "Accident to Railways Act," 20 Vic. Chap. 12, Sec. 14.

Name or description of person injured or killed.	Whether passenger, employee, or other.	Nature of Accident to Persons.	Damage done to Property.	Causes and action taken by Company to prevent recurrence.	REMARKS
Belyea.....	Mail Courier	Jammed between cars.....		Belyea was passing between the cars on the siding with the train, when one of them was set in motion, and he was caught between them, and was injured about the hips, but has since recovered.	
W. Ross.....	Passenger	Fell off Train.....		Supposed to be jammed between cars; was severely wounded, — afterwards from injuries received.	
Sam Benson	Brakesman.....	Thigh broken.....		While uncoupling cars, his foot caught in the track, and a wheel passed over his thigh, breaking it in two places. Died on the 14th of April.	
Flynn.....	do.	Arm jammed.....		Head jammed between coupling cars.	
Kennedy.....	Contractor's man.....	Earth fell on him		Killed while working in gravel pit, by the earth falling on him. — He was a son-in-law of the Contractor.	
Willie.....	Conductor	Struck his head ag't bridge.....		His head was struck with the bridge while endeavoring to put a tipy over the top of the cars, between London and Kenton. He died.	
Ch Blades	Brakesman.....	Legs run over		Fell while uncoupling cars, which passed over his legs; both were amputated the next day.	
McHugh	Passenger ..	Lost his leg		Passenger ordered to jump on the Train as it was crossing the Trestle, was killed 2 days after.	
Walker		Run over.....		Killed, supposed to be tipsy and lying on the track (he was given to drinking).	
W. S.		Wheels crushed.....		Attempted to get on train while in motion.	
W. S.		Run over		Supposed to be drunk and lying on the track. Verdict: "run over while tipsy."	
W. S.		Killed		Attempted to get on train while in motion.	
Anderson	Brakesman.....	Run over and killed.....		Run over while lying asleep on the track.	

(Signed.)

W. STEPHENS,

Secretary, G. W. R. Co.



RETURN of the Accidents and Casualties which have occurred on the BUFFALO AND LAKE HURON RAILWAY, during the half year ending Victoria, Chapter 12th, Section 14.

DATE	Time of Day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of persons injured or killed.	Whether passenger, employee, or
1858.								
April 19	8.30, P.M.	No. 3, Mixed	A. Rogers	J. Pierpoint		Canfield	R. S. M. Bouchette ..	Passenger ..
"	12.30, "	No. 1, "	" "	M. Christian		Ridgway	J. Spillon	Neither passenger or employee ..
"		Gravel Train	J. B. Anderson	J. Hall		Stratford	London	Employee ..
"		Unknown	Unknown	Unknown		Dunnville	Mary Glouson	
"		No. 4, Accommodation	R. M. Frost	J. Thompson		Plattsville	Berry	Passenger ..

I, B. Watts, Assistant Superintendant of the Buffalo and Lake Huron Railway, do solemnly declare that this return is just and true to the best of my knowledge and belief. 13th January, 1859. (Signed) JOHN B. WATTS. }

RETURN of the Accidents and Casualties which have occurred on the OTTAWA AND PRESCOTT RAILWAY, during the half year ending 31st Dec. 1859, Chap. 12th, Sec. 14.

DATE	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or
1859.								
1st Dec.	7.15, P.M.	Accommodation Train	S. Daniels	W. Clamplin	3	Prescott Junction	Charles Duffy	Brakeman ..

PROVINCE OF CANADA, CITY OF OTTAWA, I, L. JOHN RICHARD WHITE, of the City of Ottawa, in the County of Carlton, gentlemen, Secretary of the said Railway, do solemnly declare that the foregoing is a true and correct copy of all Accidents and Casualties which have occurred on the Railway of the said Company during the half year ending 31st Dec. 1859. Sworn before me at the City of Ottawa, in the County of Carlton this 18th day of January, A. D. 1859. Wm. RING, A Justice of the Peace.

During the half year ending the 30th June, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20th

Person or description of person injured or killed.	Whether passenger, employee, or other	Nature of Accident to Person.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
REMARKS.				
M. Bouchette ..	Passenger	Leg Broken .....	.....	Jumping off Train while in motion.
Pillon	Neither passen- ger or employee }	Killed .....	.....	On Track intoxicated. Jury exonerated Company.
don	Employee	Killed .....	.....	Falling between Engine and Train, and run over by Train. Jury exonerated Company.
y Glouson .....	.....	Found dead in cattle guard, 8 miles east of Dunnville, supposed to have	.....	been run over by mixed west. Verdict of Jury—"Found Dead."
ry	Passenger	Killed .....	.....	Was on train without ticket—had secreted himself on some part of it, and being in a state of intoxication, had fallen off it, and been run over. Verdict of Jury, exonerated the Company.

Signed and declared in the presence of the undersigned, at Fort Erie, this 13th January, 1859.

(Signed)

RICHARD GRAHAM, J. P., County of Welland.

During the half year ending 31st December, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20th Vic.,

Person or description of person injured or killed.	Whether passenger, employee, or other	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
REMARKS.				
cles Duffy	Brakesman	Head fractured .....	.....	Freight building too near the track, the track has since been removed a greater distance from the building. No inquest.

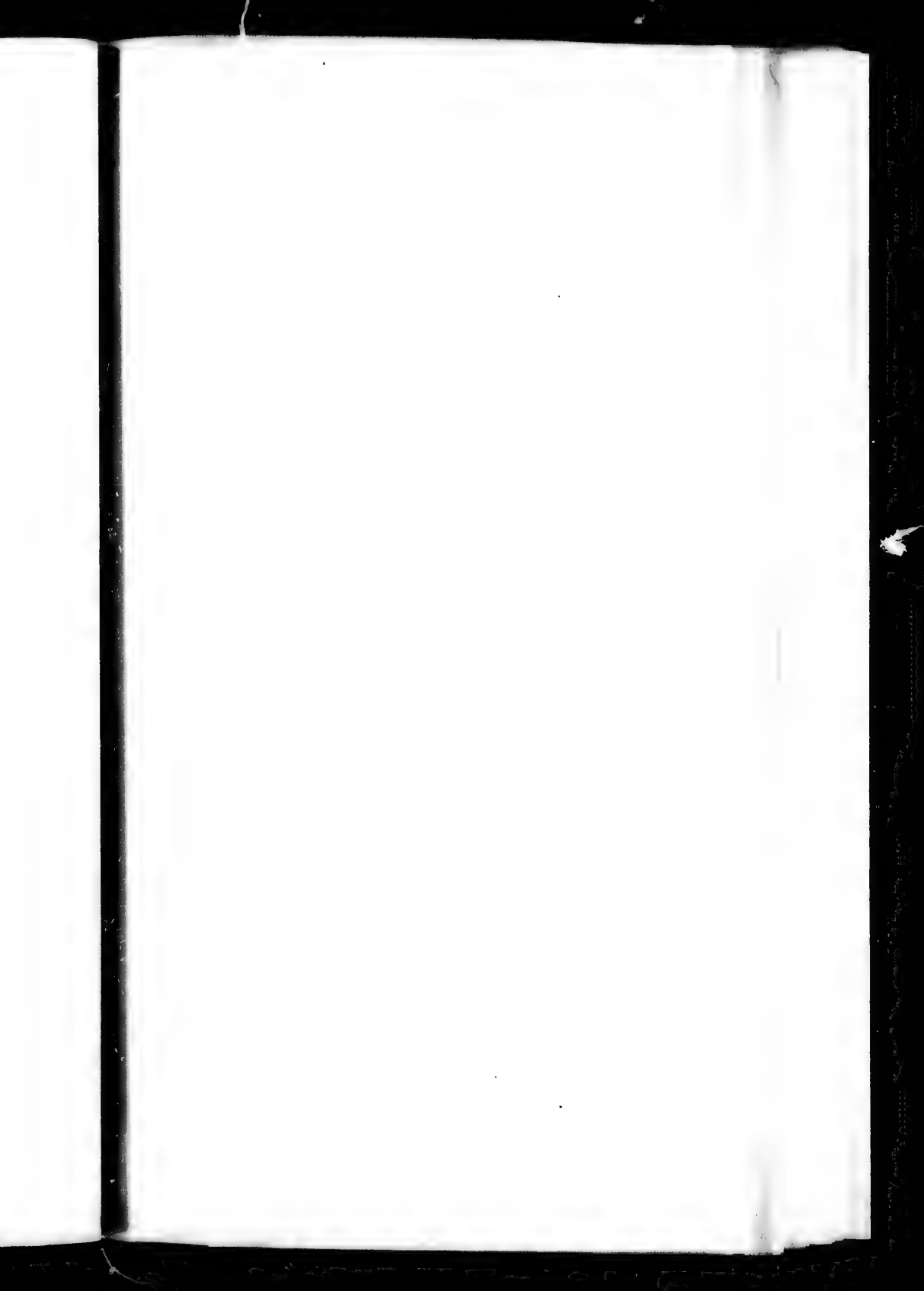
on, gentlemen, Secretary of the Ottawa and Prescott Railway Company, make oath and say, that the within return contains a true and particular return of said Company during the half year therein set forth and specified and mentioned.

Wm. RING.

A Justice of the Peace, in, and for, the said City of Ottawa.

(Signed) JOHN R. WHITE.

Sec'y. P. & O. R'y. Co.



RETURN of the Accidents and Casualties which have occurred on the MONTREAL AND CHAMPLAIN Railway, *Eachin and Rouse's Point*
"Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

DATE.	Time of Day or Night	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or
1858								
October 7	11-40, A.M.	Passenger.....	John Crosbie.....	J. Moran.....	James Ferrier	Montreal.....	Pat Gallagher.....	Stranger ..
Nov. 13	9	" Passenger.....	Thomas McGuire ..	George Phillips....	St. Lambert.	St. Lambert.....	Edward Comette....	Brakeman..
Dec. 31	10 P.M.	Passenger.....	John Crosbie	J. Moran.....	New York..	Blue Bonnets.....	Charles Conner.....	Foreman of

Sworn before me at Montreal, this 24th January, 1859.

(Signed)

Z. BOUTLIER, J. P.

RETURN of the Accidents and Casualties which have occurred on the NORTHERN RAILWAY, during the half year ending the 31st
Victoria, Chapter 12th, Section 14.

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether Passenger, employee, or
1858								
May 27	Day	Freight	George Watson	Henry Boynton.....	7	Toronto	John Vacy.....	Oilman
August 24	Day	Mail Train.....	William Macdonald ..	Robert Pearson.....	2	Bell Ewart	Mr. Lord.....	Passenger ..
September 30	Day	Special Train.....	Henry Roberts	George W. Rathrop ...	3	Crystal Palace.....	C. O'Donolly, School Teacher	Passenger ..
November 27	Night	Mixed Train	Frederick Lawrence...	William Robertson...		Toronto.....	John Sheppard	News Vender

Sworn before me at Toronto, this 15th day of January, 1859.

(Signed)

A. M. SMITH, Alderman.

Larkin and Rouse's Point Sections, during the half year ending the 31st December, 1858, made in compliance with the provisions of the

Person or description of person injured or killed.	Whether passenger, employee, or other	Nature of Accident to Persons	Damage done to Property.	Cause of accident. Action taken by Company to prevent recurrence.
REMARKS.				
Gallagher	Stranger	Wounded on back .....	.....	At street crossing ran in front of Engine as it approached and was struck, severely injured, died in Hospital next day.
ward Comette.....	Brakesman.....	Killed .....	.....	Found dead on track after train had stopped, had fallen off the train unseen by any one, cause unknown. Verdict "accidental death."
Charles Conner.....	Foreman of track.....	Injured on head .....	.....	Standing in front of Engine as train passed the turnpike road, the gate was blown open and struck him on the head, was sent to Hospital.

The above Return is correct and true, to the best of my knowledge and belief.

(Signed)

W. A. MERRY, *Supt.*

half year ending the 31st December, 1858, made in compliance

provisions of the "Accidents on Railways Act," 20th

Person or description of person injured or killed.	Whether Passenger, employee, or other	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
REMARKS				
Van Vae.....	Oilman	Arm Crushed .....	.....	Attempting to get on Train, in motion, fell, the wheels passed over his right arm, amputation followed, recovered, and is now Telegraph operator for the Company
Lord.....	Passenger	Killed .....	.....	Mr. Lord arrived safely at Bell Ewart Wharf, and not feeling satisfied that his baggage was out of the car, got upon train as it was backing from wharf, and jumped off again as the train came near the Station platform, he was crushed between it and the cars, although warned not to attempt it by train men, who tried to restrain him by force; he was killed instantly; the track has been moved away from the platform, to give more room between it and the trains.
O'Donolly, School teacher	Passenger.....	Killed .....	.....	Attempting to jump upon train when in motion fell between the cars, and was instantly killed. Verdict, "Accidental Death."
Sheppard	News Vendor....	Wheels passed over his legs, crushing them.....		In the act of getting off the Lumber portion of train, fell, and the train backing up on the instant, two wheels passed over his legs, one has been amputated, the other will be saved.

(Signed)

J. LEWIS GRANT, *Superintendent.*

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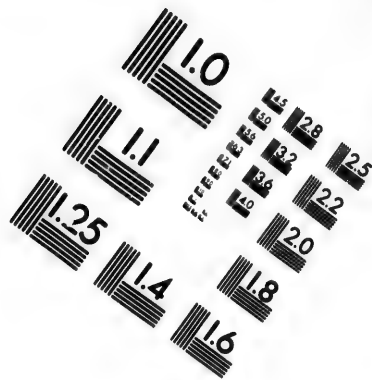
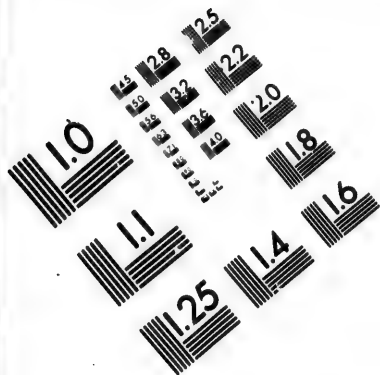
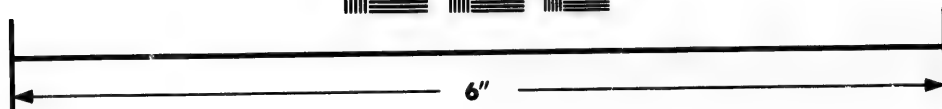
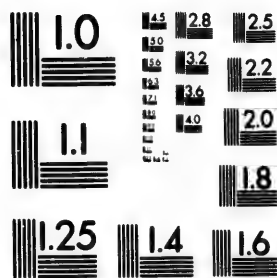


IMAGE EVALUATION TEST TARGET (MT-3)



**Photographic
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RETURN of the Accidents and Casualties which have occurred on the GRAND TRUNK RAILWAY, of Canada, during the half year ending 31st Dec

DATE	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or
1858.								
1	8.30, P.M.	Mail	T. B. Harris	G. Walker	69	Lachine Bank.	Louis Garassy	Wayfarer
11	6, "	No. 3, Passenger Train	M. Roberts	N. French	35	Durham	Luke Forbes	Passenger
11	6, "	Unknown	Unknown	Unknown		Near Kingston	{ J. Duffy	{ Strangers
August 12	8.30, "	No. 4, Mail Train	J. Keable	W. Somerfield	191	Toronto	{ Thompson	{ Plate layer
20	10, A.M.	Wood Train	W. Mark	S. Sowell	193	Near Colbourne	J. Curran	Brakesman
September 12	2, P.M.	Freight	N. Hill	W. Schofield	72	Cornwall	W. Murphy	"
27		Ballast	J. Charlebois	W. Golding		Tanneries	T. Brogare	Stranger
28	7, "	Express	J. Thompson	W. Ogle	65	Cornwall		
October 5	9, "	Freight	J. Gaudy	J. Stewart	156	Toronto	{ F. Eagan	{ Fisherman
	9, "	"	"	"	"	"	{ W. Eagan	{ "
	11.45 A.M.	Mail	A. M. Mose	W. Haggart	42	Danville	{ W. Haggart	{ Engine driver
	"	"	"	"	42	"	{ E. Murray	{ Fireman
	7.30, P.M.	No. 3, Passenger	C. Keary	A. E. Smith	99	Near St. Mary's		
	8, 12, M.	" 1, "	Choquet	J. Ganefy	21	Durham	Granefy	"
11	12.22 P.M.	" 4, "	J. Way	C. Brunel	100	Near Thorndale	Fleming	Wayfarer
11	"	Express	Clarke	A. Bloomfield	197	Near Whitby	W. Pirie	Laborer
20	1.00 A.M.	No. 1, Express	J. Kearney	F. Robideau	41	Richmond	S. Noel	Stranger
November 5	6, P.M.	" 3, Passenger	J. Way	James Stewart	99	Near Guelph	Unknown	Wayfarer
	10.30, A.M.	" 5, Freight	W. Cafferey	George Randall	62	Kingston	"	Labourer
December 6	7.35, "	Engines and Plough	A. Cocchiere	J. Firm and J. Hibbert	40 and 4	Sherbrooke	H. Hughes	Road Master
	8.15, "	No. 3, Freight	J. Letarte	J. Courorrie	46	Etehem	J. Baldwin	Brakesman
	10.05, P.M.	" 2, Express	W. Brown	A. C. Smith	99	George Town	J. Joyne	Wayfarer
	17.00, "	Ballast	J. Charlebois	J. Filler	2 and 13	Near Brockville	W. Goulett	Brakesman

Sworn before me, this 15th day of January, 1859, at Montreal.

(Signed)

T. DOUCET, J. P.

The above

Half year ending 31st December, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20th Vic. Chap. 12, Sec. 14.

Name or description of person injured or killed.	Whether passenger, employee, or other.	Nature of Accident to persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.	
				REMARKS.	
Garassay.....	Wayfarer.....	Killed.....	Vehicle Broken.....	Run over at a road crossing. Verdict of Coroner's Jury, "Man-slaughter." Engine Driver was afterwards tried and acquitted.	
Forbes.....	Passenger.....	Stunned slightly.....	None.....	Jumped from train while in motion.	
Duffy.....	Strangers.....	Killed.....	".....	Found dead on track by a stranger, supposed to have been drinking and asleep. Verdict of Coroner's Jury, "Accidental Death."	
Thompson.....	Plate layer.....	".....	".....	Attempting to board a train in motion. Do do do	
Curran.....	Brakesman.....	".....	".....	Rushed out of a Tavern on track as the train passed—Intoxicated. Verdict of Coroner's Jury, "Accidental Death."	
Thompson.....	".....	Internal injury.....	".....	Coupling cars—recovered.	
Murphy.....	Stranger.....	Killed.....	".....	Walking on track, stepped off when warned by whistle, but got on again just before train reached him.	
Brogare.....	".....	".....	".....	Attempted to cross although warned not to do so.	
Eagan.....	Fisherman.....	Killed.....	Wagon Broken.....	Intoxicated—fell asleep on track near the Den Station. Verdict, "drunkenness and trespassing on track."	
Eagan.....	".....	".....	None.....	Engine and 2 cars run off at a switch, the two men jumped from their Engine.	
Haggart.....	Engine driver.....	Thigh fractured.....	".....	Owner with others went into a Tavern, horses ran away and crossed the track.	
Murray.....	Fireman.....	Much hurt and bruised.....	Two horses killed and wagon broken.....	Leaning over side of Engine, struck against bridge. Verdict, "Accidental Death."	
".....	".....	".....	".....	Intoxicated, and stumbled in front of train.	
Neely.....	Wayfarer.....	Killed.....	None.....	Supposed to have been run over. Verdict, "found dead under suspicious circumstances."	
Wing.....	Laborer.....	Bruised and head cut.....	".....	Fell between engine and cars. Verdict, "Accidental Death."	
Pirie.....	".....	Found dead.....	".....	Found dead on Track, not identified. Do do do	
Coel.....	Stranger.....	Killed.....	".....	Found near Track, with skull fractured, not identified. No Inquest.	
W. Brown.....	Wayfarer.....	".....	".....	Fell between engine and tender, and was run over. Special Verdict.	
".....	Labourer.....	".....	".....	Was on top of cars—struck by a bridge.	
Hughes.....	Road Master.....	".....	1 span of bridge destroyed & engine damaged.....	Attempting to cross front of Train. Verdict "Accidental Death."	
Waldwin.....	Brakesman.....	Head and arm injured.....	None.....	Coupling cars.	
Wynnes.....	Wayfarer.....	Killed.....	Sleigh broken.....		
Goulett.....	Brakesman.....	Injured internally.....	None.....		

The above statement is correct according to the best of my knowledge and belief.

(Signed)

W. SHANLY, General Manager, G. T. R.

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RETURN of the Accidents and Casualties which have occurred on the BUFFALO AND LAKE HURON RAILWAY, during the half year ending the 31st

DATE	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or
1858.								
November 19 6 P. M.		No. 4, mixed, west	W. E. Tench	Enoch Bowen		Cook's Station.....	John Martin	Neither passenger or employee
December 1 6 A. M.		No. 1, light express, west	John Anderson	James McPhail		Caledonia	Abraham Young	" "
	11:30 A.M.	Construction Train.....	Joseph Bocarde.....	John Renwicks		"	John Dawson	Employee ..

Declared and Signed before me, at Fort Erie, this 7th day of January, 1859.

(Signed)

RICHARD GRAHAM, J. P.

I, JOHN B. WATTS, Assistant
the best of my knowledge

Half year ending the 31st December, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20 Vic. Chap. 12, Sec. 14.

Name or description of person injured or killed.	Whether passenger, employee, or other.	Nature of accident to persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
				REMARKS.
Martin	Neither passenger or employee....	Killed.....	.....	Martin was lying on the track in a state of intoxication, and was run over by the train. Verdict of Coroner's Jury, exonerated Company from all blame.
Sam Young	" "	Slightly injured.....	His wagon smashed.....	He was driving across the line at the Plank Road, crossing Caledonia, and was run into by train.
Dawson	Employee	Killed.....	.....	Caught between cars, while in the act of coupling. Verdict of Jury, exonerated the Company.

I, JOHN B. WATTS, Assistant Superintendent of the Buffalo and L. H. R., do solemnly declare upon oath, that the above return is correct to the best of my knowledge and belief.

(Signed)

JOHN B. WATTS, *Asst. Sup't. B. & L. H. R. R.*

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RETURN of the Accidents and Casualties which have occurred on the GREAT WESTERN RAILWAY OF CANADA, during the half year ending the 31st Dec 1859.

DATE.	Time of Day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger or employee.
Jan 1		Gravel Train.....				East of Flamboro'.....	Contractor's workman.....	
1		Cattle, East.....	Howard.....	Higgins & Fairhead {	Detroit & Leopard. {	7½ miles west of Longwood.....	An Indian.....	
2		Morning Express, East.....	Patching.....	Fletcher.....	Antelope.....	Thamesville.....	Mitchell.....	Farmer
3		Cattle, East.....	Thompson.....	Love.....	Styx.....	Beachville.....	George White.....	Braken
4		Emigrant, West.....	Thompson.....	Pike and Fairhead {	Rhinoceros & Leopard. {	St. Catharines.....	H. Bradcock.....	"
5		Freight, West.....	Muirany.....	Pike and Love.....	Tigress and Stromboli. {	1st bridge west of Woodstock.....	David Blunt.....	"
6		Cattle, East.....	Thorpe.....	Cox.....	Milo.....	Waubano.....	McIntyre.....	
7		Day Express, East.....	Jones.....	Smith.....	Greyhound.....	Puce Siding.....	John Baptiste Toulouse.....	
8		Cattle, East.....	Thorpe.....	Valley and Fielding {	Castor and Tigress. {	2 miles east of Ontario.....	John Perritte.....	
9		Day Express, East.....	Patching.....	G. Lomas.....	Ruby.....	Harrisburg.....	Mrs. Harland.....	Passenger
10		Express, West.....	Leonard.....	Pridam.....	Minerva.....	Humber Crossing.....	Whelan.....	Watchman
11		Freight, East.....	Colquhoun.....	Miller.....	Chatham.....	Near Mimico.....	James Scobie.....	Fireman
12		Gravel Train.....				Currie Road, Sarnia Branch.....	Ryan.....	Contract
13		Day Express, East.....	Patching.....	Lomas.....	Ruby.....	¼ miles east of Thorold.....	Perry Aylsworth.....	Passenger

The foregoing is subscribed by William C. Stephens, Esquire, Secretary of the Great Western Railway Company, sworn to in my presence, as a true return, according to the best of his knowledge and belief, this 11th day of January, 1859.

(Signed)

ÆMILIUS IRVING,

A Commissioner for taking affidavits in the Queen's Bench.

for the half year ending the 31st Dec'r, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20 Vic. Chap. 12, Sec. 14.

Name or description of person injured or killed.	Whether passenger, employee, or other.	Nature of Accident to Persons.	Damage done to property.	Cause of Accident. Action taken by Company to prevent recurrence.	
				REMARKS.	
Contractor's workman		Collar Bone injured		Fell off a car, and injured his collar bone.	
An Indian		Killed		Run over by train, name and age not known.	
Mitchell	Farmer	Foot cut off & collar bone broken		Standing on track, and did not hear driver whistle. (Recovered.)	
George White	Brakeman	Foot cut off		Fell off train, died. Verdict, "Accidental Death."	
H. Bradeock	"	Killed		Foot caught in Switch, and Engine passed over him before he could extricate himself.	
David Blunt	"	Not seriously hurt		Struck by a bridge—"Standing on top of car."	
McIntyre		Killed		Run over by train, supposed to have been sitting on platform asleep, and fell on the track as train passed. Verdict of Coroner's Jury, "Accidental Death."	
John Baptiste Toulouse		"		Knocked down and killed by train, supposed to have been lying on the track in a fit. Verdict of Coroner's Jury, "Accidental Death."	
John Perritte		Not seriously hurt		Struck by Engine as he was sitting on the track, supposed to be of unsound mind.	
Mrs. Harland	Passenger	Crushed by car		Jumped off while the train was in motion, and fell under the last car. Died same p. m.	
Whelan	Watchman	Crushed by Waggon		Engine run over the waggon at the crossing, throwing it on the watchman.	
James Scobie	Fireman	Crushed		Injured by being crushed between two cars, while endeavouring to couple them. Died next day.	
Ryan	Contractor's man	Killed		Killed in attempting to get on train when in motion.	
Perry Aylaworth	Passenger	"		Supposed to have fallen from train. Verdict, "Accidental Death."	

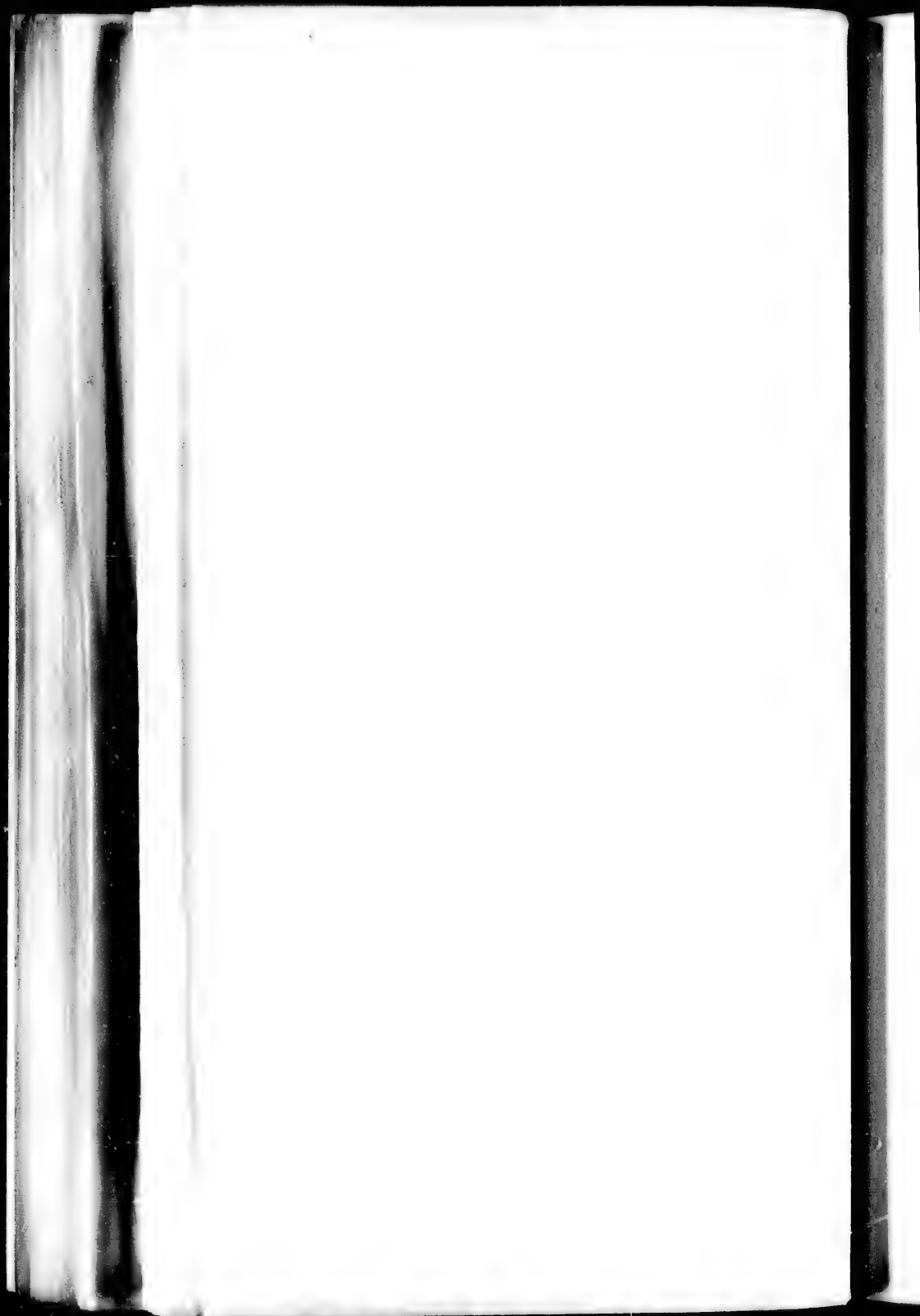
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(Signed)

W. C. STEPHENS,

Secretary, G. W. R. Co. ▼



RETURNS

OF THE

MILEAGE OF TRAINS AND NO. OF PASSENGERS,

ON

THE RAILWAYS OF CANADA,

DURING THE YEAR 1858.

GREAT WESTERN RAILWAY,
HAMILTON, C.W., 16th February, 1859.

J. G. VANSITTART, Esq.,
Secretary Board of Railway Commissioners,
TORONTO.

SIR,—I have now the honor to reply to your letter of the 16th January, and to give you the following statistics, as requested :—

Miles run by Passenger Trains	572,551
“ Freight “	555,226
“ Wood and Construction	233,123

No. of Passengers carried..... 577,415

Mileage of Passengers

47,018,196½

Average No. of miles travelled by each Passenger .. 81½.

The above figures are for the year ending 31st December, 1858.

I have the honor to be, SIR,
Your Obed't Servant,

(Signed) W. C. STEPHENS,
Secretary

THE GRAND TRUNK RAILWAY OF CANADA,

Secretary's Office,

MONTREAL, February 7th, 1859

SIR,—I have now the pleasure of supplying you with the information you sought in your letter of the 26th ultimo, in reference to the mileage of trains and number of passengers, during 1858,

And have the honor to be, Sir,

Your Most Obed't. Servant,

(Signed)

JOHN M. GRANT,

J. G. VANSITTART, ESQ.,

Secretary Board of Railway Commissioners,
TORONTO.

Sec'y.

PASSENGER TRAFFIC—1858.

Total No. Passengers.....	583,182.
Total No. of miles travelled by Passengers.....	30,924,580.
Average No. of miles travelled by each Passenger.....	58.

ENGINE MILEAGE—1858.

SECTIONS	Passengers	Freight	Mixed	Piling	Light Running	Shunting	Wood	Engt. Meeting	Snow Ploughs	Total
Montreal & Island Pond	146,533	121,508	61,686	9,456	11,207	31,813	37,445	33,466	315	453,428
Quebec & Richmond	82,434	33,021	31,609	7,472	5,803	10,893	17,850	14,625	734	204,441
Montreal & Toronto	381,544	308,741	49,000	28,049	16,897	78,876	45,357	132,436	668	1,061,612
Toronto & Stratford	127,941	68,519	.....	3,201	2,238	41,237	8,938	78,429	.....	330,494
Total.....	739,452	531,789	142,345	48,178	36,145	162,813	109,590	278,946	1,717	2,049,575

NORTHERN RAILWAY OF CANADA,
Superintendent's Office, January 28th, 1859.

Total Miles run by Passenger Trains.....	120,440
“ Freight “	115,490
“ Wood and Construction Trains....	18,600
Total number of miles run.....	254,530

Total number of Passengers carried in Cars	86,929
“ miles travelled by Passengers.....	3,637,227
Average No. of miles travelled by each Passenger..	424

(Signed) J. LEWIS GRANT,
Superintendent.
Per S. SKELTON.

BUFFALO AND LAKE HURON RAILWAY,
Brantford, 16th February, 1859.

Return showing the number of Passengers carried, the total number of miles travelled, and the average distance travelled by each passenger on this Railway, from 1st January, to 31st December, 1858.

Total number of Passengers.....	122,630
“ of miles travelled by Passengers.....	4,168,436
Average No. of miles travelled by each Passenger..	33.99

(Signed) W. MACLEAN,
Secretary.

Train Mileage, from Dec. 26th, 1857, to Dec. 25, 1858.

Passenger Train Mileage	201,392½
Freight “	55,828
Construction “	143,566
Wood “	21,705
Mix Train, (Passenger and Freight).....	26,245

(Signed) HENRY YATES,
Mech. Supt.

(Signed) W. MACLEAN,
Secretary.

Y OF CANADA,

th, 1859

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Montreal & Toronto 381,544	306,741	49,803	28,049	16,897	78,870	45,357	152,436	668,106	1,612
Toronto & Stratford	127,941	68,516	3,201	2,238	41,237	8,338	78,420	...	330,494
Total.....	738,425	651,789	142,345	48,178	36,145	162,815	109,590	278,946	1,717,204

LONDON AND PORT STANLEY RAILWAY.

STATEMENT of Miles run by the various Trains on the London and Port Stanley Railway, together with the number of Passengers and the average number of miles for each Passenger, in the year ending December 31st, 1858.

Total No. of miles run by Mixed Trains.....	32,802
“ “ “ by Wood & Construction Trains.....	4,279
“ “ Passengers carried in Cars.....	20,928
“ “ miles travelled by Passengers.....	347,438
Average No. of miles travelled by each Passenger.....	17
All of which is most respectfully submitted,	

(Signed)

WM. BOWMAN,

Superintendent.

SAMUEL KEEFER, Esq.,

Inspector of Railways.

P.S.—All trains run on this road are mixed, except Wood and Construction Trains.

W. B.

ERIE AND ONTARIO RAILWAY.

J. B. ROBERTSON, Esq., *Lessee*.

RETURN of Passengers carried, and Mileage of Trains, for 1858.

PERIOD OF OPERATION.	Passenger trains.	Freight Trains.	Wood and Construction Trains.	Passengers Carried.	Miles travelled by Passengers	Average No. of miles travelled by each Passenger
1858.						
May (13 days)	504	Passenger	r Trains	762	8,144	12
June	1836	were usu	ally mix	1,208	14,496	
July.....	2592	ed trains	.....	3,682	44,184	
August.....	3240	.....	.....	4,770	57,240	
September.....	2088	None...	None...	2,428	29,136	
October.....	1476	.....	.....	1,056	12,672	
November.....	864			284	3,408	
Total....	12600			14,190	170,280	12

(Signed)

J. B. ROBERTSON,

Lessee.

WAY.

the London
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es for each
1858.

... 32,802
... 4,279
... 20,928
... 347,438
er. 17

YMAN.
Superintendent.

except Wood
W.B.

Trains, for

by Passengers	Average No. of miles travelled by each Passenger
144	12
396	
184	
240	
136	
672	
408	
280	12

RTSON,
L.A. 1861.

*Office of the COBOURG AND PETERBORO' RAILWAY.
Cobourg, 27th January, 1859.*

J. G. VANSITTART, Esq.,
Secretary Board of Railway Commissioners.

SIR,—I beg to acknowledge the receipt of your communication of the 26th instant, requesting return of Mileage, &c., as I have had charge of the Road but a short time, I cannot state positively the number of miles run by trains, I have, however, made an approximate estimate, which I trust will be sufficiently accurate.

Total miles run by Passenger Trains, 1858..... 9,000
" " Freight " 16,500
" " Wood and Construction Trains, ... 10,000
" No. of Passengers carried in Cars..... 6,000
" " miles travelled by Passengers..... 9,000
Average No. travelled by each Passenger 15

I am Sir,

Your obedient Servant,

(Signed) J. H. DUMBLE,
Eng'r and Supt.

*OTTAWA AND PRESCOTT RAILWAY Office,
Ottawa, 18th February, 1859.*

SIR,—I have the honor to send you herewith a return of the Rolling Stock of this Railway, and the following information, requested in your letter of the 26th January, viz :

Total miles run by Passenger Trains..... 37,730
" " Freight " 36,934
" " Material " 14,558
" No. of Passengers..... 31,868
" Miles travelled by Passengers..... 1,356,766
Average No. of miles travelled by each Passenger. 42, $\frac{57}{100}$

Will you please inform me if any further returns are necessary.

I have the honor to be, Sir,

Your obedient Servant,

(Signed) JOHN R. WHITE.
Secreta y.

J. G. VANSITTART, Esq.,
*Secretary Board of Railway Commissioners,
TORONTO.*

MONTREAL AND CHAMPLAIN RAILWAY.

STATEMENT of miles run during the year ending 31st Dec'r.,
1858.

ROUSE'S POINT DIVISION.

Passenger Trains.....	42,120 miles.
Freight ".....	28,035 "
Wood and Material ".....	27,303 "
	99,458 miles.

CAUGHNAWAGA DIVISION.

Mixed Trains	68,767 "
	166,245 miles.

GRENVILLE AND CARILTON RAILWAY.

SHERBROOKE, *January 29, 1859.*

SIR,—I have the honor to acknowledge the receipt of yours of 25th and 26th inst., in reply to which I beg to say that it is quite impossible to give a correct return of mileage as requested, which I should be most happy to do, and I therefore submit as near an approximation as possible under the circumstances.

Passenger Train, Mileage.....	9,500
Wood and Construction Train, Mileage	1,550
Number of Passengers	10,000
Mileage of each	13
Total mileage	130,000

This line is but 13 miles long. The little freight traffic of the past season was almost entirely done upon passenger (or more properly) mixed trains.

Regretting my inability to be more exact in this statement,

I have the honor to be, Sir,

Your obedient Servant,

(Signed)

J. S. BARNARD,
Supt. C. & G. R'y.

J. G. VANSITTART, Esq.,
Secretary of the Board of Railway Commissioners,
TORONTO.

LWAY.

/ 31st Decr.

42,120 miles.

28,035 "

27,303 "

99,458 miles.

68,767 "

66,245 miles

WAY.

/ 29, 1859

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ST. LAWRENCE AND INDUSTRIE RAILWAY.

RAPPORT de la Compagnie du chemin à rails du St. Laurent
et du village d'Industrie, du trente-un Decembre, mil huit cent
cinquante-huit, pour l'information de l'Inspector General des
chemins de fer du Canada, savoir :

Nombre de mille parcourus par les trains des passagers, 1536.

" " " par les trains du frette. 2350.

" " " par les trains du bois 2880.

" " " " construction 000.

" des passagers passes dans les trains 3992.

" de mille parcourus par les passagers. 95,808.

Moyenne de mille parcourus par chaque do. 24.

Je certifie que l'etat ci-dessus est vrai et correct, au meilleur
de ma connaissance et croyance.

(Signed) CHAS. M. PANNETON,

Sec. Treas.

Village d'Industrie, le 31 Dec., 1858.

PORT HOPE, LINDSAY AND BEAVERTON RAILWAY

Return of Mileage of Trains and Passengers during the year 1858.

Total No. of miles run by combined Freight and Passenger
Trains 43,726.

Total No. of square timber trains. 5,400.

" wood and construction trains 10,831.

" of Passengers carried in cars. 25,372.

" of miles travelled by Passengers 554,468.

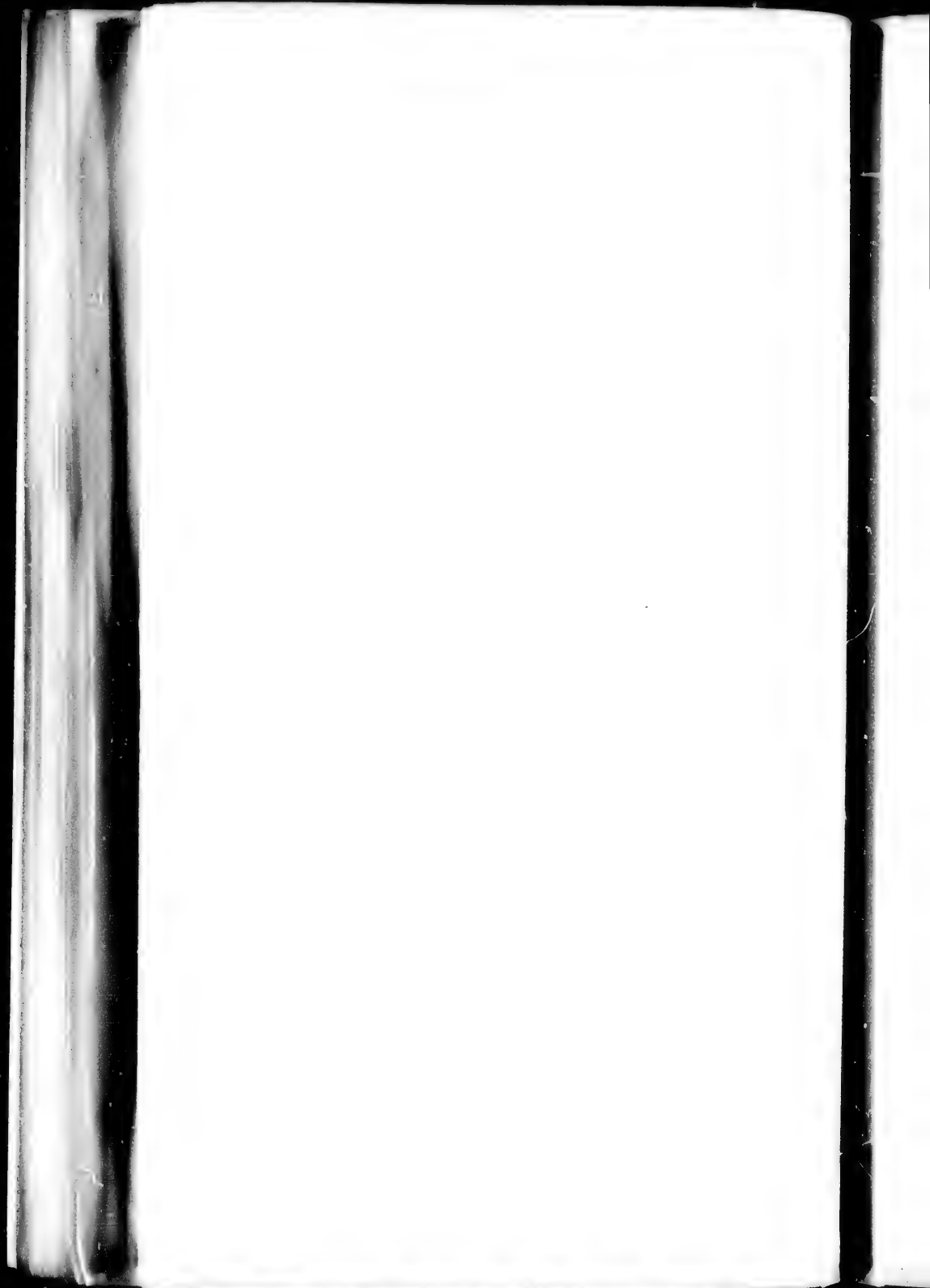
Average No. of miles travelled by each passenger. 21²/₃.

(Signed) THOMAS RIDOUT,

Secretary.

RNARD.

t. C. & G. Ry.



ROLLING STOCK,

R. 1858.

Number, & of Canada, on the 31st December, 1858.

ENG						
No.		When first put in use	Miles run during the year 1858	Total Miles run since first put on road	GENERAL CONDITION	REMARKS
1	Hereu	July, '53	26244	108115	In good order.	
2	Samst	June	26493	99167	do	
3	Canad	Feb. '54	24606	96445	do	
4	Niaga	June, '53	18666	102223	do	
5	Hami	Oct. '53	26443	91612	In shop repairing.	
6	Londe	"	21908	64929	do	
7	Middl	"	23106	87161	In good order	
8	Light	"	15688	122187	do	
9	Detro	"	15064	101817	do	
10	Lineo	"	20136	137272	do	
11	Wind	"	21168	85301	do	
12	Chath	"	22817	121341	do	
10	Paris	Dec. '53	15156	121618	Under repairs.	
14	Wood	"	22605	111973	do	
15	Essex	Jan'y '54	17398	109135	In good order.	
16	Kent.	"	27093	97347	Under repairs.	
17	Elgin	"	19317	89211	Requiring repairs.	
18	Norfo	"	16521	86112	Under repairs.	
19	Brant	"	13978	63117	In good order.	
20	Went	"	19944	105456	Requiring repairs.	
21	Ontar	Sept. '53	28812	105081	In good order.	
22	Erie	"	28272	126836	Requiring repairs.	
23	St. Cl	Oct. '53	31749	160641	In good order	
24	Huro	"	26302	86234	Requiring repairs.	
25	Super	"	31973	111700	In good order.	
26	St. L	Nov. '53	22592	124221	do	
27	Reind	Feb. '54	27646	91144	Under repairs.	
28	Elk	"	11946	121798	In good order.	
29	Gazel	March, '54	9288	78816	do	
30	Stag	"	21489	124502	do	
31	Antel	May, '54	24134	118434	do	
32	Grey	April, '54	27130	112932	do	
33	Mich	Feb. '54	76	60019	Sta'y eng. gra. elevat'r	
34	Simc	"	28378	101759	In good order.	

RETURNS OF LOCOMOTIVE ENGINES, AND OTHER ROLLING STOCK, OWNED BY RAILWAY COMPANIES IN CANADA, ON THE 31st DECEMBER, 1858.

Number, description and condition of Locomotive Engines owned by the GREAT WESTERN RAILWAY COMPANY of Canada, on the 31st December, 1858, and miles run by the same up to that date.

N.	NAME.	Engines.	Connections.	Driving Wheels.		Cylinders.		Flues.		Weight of Engines.	Water capacity of Tender.	Weight on Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT, OR BUILDER'S NAME.	Date of purchase.	Miles run.	General Condition.	Remarks.
				Number.	Diameter.	Number.	Stroke.	Number.	Length.									
1	Hercules	Outside.	4	6	14	22	18	14	14	1571	1507	1507	1507	Lowell	Jan'y '54	26214	In good order.	
2	Samson	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26476	do	
3	Canada	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
4	Nagara	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
5	Hamilton	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
6	London	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
7	Mobilex	Inside.	4	54	15	22	18	14	14	1571	1507	1507	1507	Schenectady	Jan'y '54	26496	do	
8	Lightning	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
9	Detroit	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
10	Lincoln	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
11	Windsor	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
12	Chatham	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
13	Faris	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
14	Woodstock	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
15	Essex	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
16	Kent	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
17	Edgar	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
18	Norfolk	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
19	Brant	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
20	Wentworth	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
21	Ontario	Outside.	4	14	13	20	14	8	17	807				Scotch, Eastern	Sept '54	26496	do	
22	Ernie	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
23	St. Clair	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
24	Huron	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
25	Superior	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
26	St. Lawrence	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
27	Reindeer	Inside.	4	6	16	21	17	14	14	1571	1507	1507	1507	Atkinson Works	Jan'y '54	26496	do	
28	Eik	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
29	Gazelle	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
30	Stag	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
31	Antelope	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
32	Greyhound	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
33	Michigan	Outside.	4	14	13	20	14	8	17	807				Scotch, Eastern	Sept '54	26496	do	
34	Simcoe	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
35	Venus	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
36	Vesta	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
37	Minerva	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
38	Jupiter	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
39	Mercury	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
40	Mars	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
41	Spitfire	Inside.	4	6	16	21	17	14	14	1571	1507	1507	1507	Fairbairn, Manchester (Eng)	May '54	26496	do	
42	Firebrand	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
43	Fire King	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
44	Fire Fly	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
45	Heate	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
46	Hecla	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
47	Atlas	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
48	Pluto	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
49	Milo	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
50	Elephant	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
51	Rhinoceros	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
52	Buffalo	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
53	Bison	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
54	Python	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
55	Welland	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
56	St. Catharines	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
57	Lion	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
58	Lioness	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
59	Tiger	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
60	Tigress	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
61	Leopard	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
62	Panther	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
63	Vulcan	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
64	Etna	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
65	Stromboli	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
66	Styx	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
67	Gem	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
68	Ruby	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
69	Emerald	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
70	Sapphire	do	do	do	do	do	do	do	do	do	do	do	do	do	do	26496	do	
71	Malappa	Outside.	4	6	15	20	18	10	13	1452				Jones, Liverpool, (England)	Jan'y '50	11286	do	
72	Medea	do	do	do	do	do	do	do	do	do	do	do	do	do	do	10611	do	
73	Medusa	do	do	do	do	do	do	do	do	do	do	do	do	do	do	10611	do	
74	Ajax	do	do	do	do	do	do	do	do	do	do	do	do	do	do	10611	do	
75	Titan	do	do	do	do	do	do	do	do	do	do	do	do	do	do	10611	do	
76	Minos	do	do	do	do	do	do	do	do	do	do	do	do	do	do	10611	do	
77	Castor	Inside.	6	5	16	24	18	10	13	1081				Stothert and Slaughter (Eng)	Dec '56	10888	do	
78	Pollux	do	do	do	do	do	do	do	do	do	do	do	do	do	do	10888	do	
79	Erebus	do	do	do	do	do	do	do	do	do	do	do	do	do	do	10888	do	
80	Cyclops	do	do	do	do	do	do	do	do	do	do	do	do	do	do	10888	do	
81	Ixion	do	do	do	do	do	do	do	do	do	do	do	do	do	do	10888	do	
82	Ariel	do	do	do	do	do	do	do	do	do	do	do	do	do	do	10888	do	
83	Oboron	do	do	do	do	do	do	do	do	do	do	do	do	do	do	10888	do	
84	Prospero	do	do	do	do	do	do	do	do	do	do	do	do	do	do	10888	do	
85	Diamond	do	do	do	do	do	do	do	do	do	do	do	do	do	do	10888	do	
86	Acchilles	do	do	do	do	do	do	do	do	do	do	do	do	do	do	10888	do	
87	Bacchus	do	do	do	do	do	do	do	do	do	do	do	do	do	do	10888	do	

(Signed)

RICHARD EATON, Loco. Super't.

30	Venus	do	4	53	15	22	150	11 94	1
36	Vesta	do	4	53	15	22	150	11 94	1
37	Minerva	do	4	53	15	22	150	11 94	1
38	Jupiter	do	4	53	15	22	150	11 94	1
39	Mercury	do	4	53	15	22	150	11 94	1
40	Mars	do	4	53	15	22	150	11 94	1
41	Spitfire	Inside	4	6	16	21	174	11 34	1
42	Firebrand	do	4	6	16	21	174	11 34	1
43	Fire King	do	4	6	16	21	174	11 34	1
44	Fire Fly	do	4	6	16	21	174	11 34	1
45	Ilecate	do	4	6	16	21	174	11 34	1
46	Ilecla	do	4	6	16	21	174	11 34	1
47	Atlas	do	4	6	16	21	174	11 34	1
48	Pluto	do	4	6	16	21	174	11 34	1
49	Milo	do	4	6	16	21	174	11 34	1
50	Elephant	do	4	6	16	21	174	11 34	1
51	Rhinoceros	do	4	6	16	21	174	11 34	1
52	Buffalo	do	4	6	16	21	174	11 34	1
53	Bison	do	4	6	16	21	174	11 34	1
54	Python	do	4	6	16	21	174	11 34	1
55	Welland	do	4	6	16	21	174	11 34	1
56	St. Catharines	do	4	6	16	21	174	11 34	1
57	Lion	do	4	6	16	21	174	11 34	1
58	Lioness	do	4	6	16	21	174	11 34	1
59	Tiger	do	4	6	16	21	174	11 34	1
60	Tigress	do	4	6	16	21	174	11 34	1
61	Leopard	do	4	6	16	21	174	11 34	1
62	Panther	do	4	6	16	21	174	11 34	1
63	Vulcan	do	4	6	16	21	174	11 34	1
64	Etna	do	4	6	16	21	174	11 34	1
65	Stromboli	do	4	6	16	21	174	11 34	1
66	Styx	do	4	6	16	21	174	11 34	1
67	Styx	do	4	6	16	21	174	11 34	1
68	Ruby	do	4	6	16	21	174	11 34	1
69	Emerald	do	4	6	16	21	174	11 34	1
70	Sapphire	do	4	6	16	21	174	11 34	1
71	Mazepa	Outside	4	6	15	20	180	10 8	1
72	Medea	do	4	6	15	20	180	10 8	1
73	Medusa	do	4	6	15	20	180	10 8	1
74	Ajax	do	4	6	15	20	180	10 8	1
75	Titan	do	4	6	15	20	180	10 8	1
76	Minos	do	4	6	15	20	180	10 8	1
77	Castor	Inside	4	6	15	20	180	10 8	1
78	Pollux	do	4	6	15	20	180	10 8	1
79	Erebus	do	4	6	15	20	180	10 8	1
80	Cyclops	do	4	6	15	20	180	10 8	1
81	Ixion	do	4	6	15	20	180	10 8	1
82	Ariel	do	4	6	15	20	180	10 8	1
83	Oboron	do	4	6	15	20	180	10 8	1
84	Prospero	do	4	6	15	20	180	10 8	1
85	Diadem	do	4	6	15	20	180	10 8	1
86	Diamond	do	4	6	15	20	180	10 8	1
87	Achilles	do	4	6	15	20	180	10 8	1
88	Bacchus	do	4	6	15	20	180	10 8	1

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GREAT WESTERN RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average weight in pounds.	In good repair.	Requiring Slight Repairs.	Requiring Heavy repairs.	TOTAL Number.
First Class Passenger Cars, with 12 wheels	37,000	25	.....	.....	25
Do. with 8 wheels	30,000	47	7	3	57
Second Class Passenger Cars, 8 wheels	20,000	40	4	.....	44
Emigrant Cars, 8 wheels					
Baggage, Mail, & Exp. 8 wheels	20,000	10	1	1	12
do 12 "	30,000	6	1	1	8
Box, Freight, and Cattle, 8 wheels	18,500	810	40	10	860
do 4 "	12,000	90	8	2	100
Platform Cars, 8 wheels	18,000	230	16	4	250
Gravel Cars, 8 wheels	10,000	334	50	25	none.
do 4 "					409
Hand Cars	1,000	50	.....	.....	50
Snow Ploughs, large .....	.....	.....	.....	.....	none.

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations:—

Suspension Bridge, (N. Falls); Hamilton; Paris; London; Galt; Guelph; Toronto; Windsor; and Sarnia.

(Signed)

S. SHARP,

Superintendent.

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Number 8, and miles run by the same up to that date.

No.	E LT NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
1		Nov. '48.	10269	54291	
2		May '50.	10003	95217	
3		Sept. '51.	16542	72201	
4		Aug. '51.	23604	98732	
5		Jan'y '55.	19530	88867	
6		" "	936	85072	
7	Works.	July '52.	5101	87522	
8		" "	19907	114913	
9		Dec. '51.	13030	111662	
10		July '54.	475	46087	
11		Nov. '52.	12022	79866	
12		" "	4398	68945	
13		Dec. '52.	8108	60564	
14		Jan'y '58.	13587	37081	
15		Aug. '53.	8480	87324	
16		Sept. '53.	15464	81501	
17		" "	19162	59769	
18		Oct. '53.	10485	81889	
19		" "	10296	71389	
20		Nov. '53.	16931	55371	
21	Works.	Feb. '54.	18483	107807	
22		" "	18035	89043	
23		Feb. '55.	10484	57998	
24	Works.	Feb. '54.	20550	97187	
25		Aug. '54.	9542	57297	
26		Jan'y '54.	6270	66026	
27		May '54.	10496	57295	
28		May '54.	12799	58366	
29		June '54.	18637	49938	
30		" "	144	5461	
31		Feb. '54.	13994	60584	
32		May '54.	12606	67681	
33		" "	9391	85238	
34		Sept. '54.	11902	29336	
35	Works.	" "	7139	54060	
36		" "	7850	45805	
37		" "	17300	71417	
38		Oct. '54.	2836	62091	
39		Jan'y '55.	11597	57697	
40		" "	10154	64961	
41		Nov. '54.	14093	37991	
42		Feb. '55.	18177	75215	

LOCOMOTIVE RETURN OF GRAND TR

Number, description and condition of Locomotive Engines owned by this Company

[illegible]

RETURN OF GRAND TRUNK RAILWAY OF CANADA.

owned by this Company, on the 31st December, 1858, and miles run by the same up to that date.

	Inside Diameter.		Weight of Engine.	Water capacity of Tender.		Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the Year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
	Inches.	Tons, Cwts.		Gallons.	Tons, Cwts.							
1	1 1/2	23 10	1438	16 0	39 10	Portland Co.	Nov. '48.	10269	54291			
2	1 1/2	23 8	1500	14 0	37 8	do	May '50.	10003	95217			
3	"	23 14	1438	16 0	39 14	do	Sept. '51.	16542	72201			
4	"	23 5	"	14 3	37 8	do	Aug. '51.	23604	98732			
5	1 1/2	25 5	1073	13 7	38 12	Peto & Co.	Jan'y '55.	19530	88867			
6	"	"	"	13 7	"	do	"	936	85072			
7	1 1/2	23 9	1567	15 12	39 1	Boston Locomotive Works.	July '52.	5101	87522			
8	"	"	"	"	"	do	"	19907	114913			
9	1 1/2	24 2	1438	16 10	40 12	Portland Co.	Dec. '51.	13030	111662			
10	1 1/2	22 6	1450	15 12	37 18	Kinmond Bro's.	July '54.	475	46087			
11	"	25 6	1521	"	40 18	Amoskeag Co.	Nov. '52.	12022	79866			
12	"	"	"	"	"	do	"	4398	68945			
13	"	"	"	"	"	do	Dec. '52.	8108	60564			
14	"	25 10	1598	17 13	43 3	Portland Co.	Jan'y '58.	13587	37981			
15	"	"	1521	15 12	41 2	Amoskeag Co.	Aug. '53.	8480	87324			
16	"	"	"	"	41 2	do	Sept. '53.	15161	81501			
17	"	26 2	1658	19 13	45 15	Kinmond Bro's.	"	19162	59769			
18	"	25 2	1521	15 12	40 14	Amoskeag Co.	Oct. '53.	10485	81889			
19	"	"	"	"	"	do	"	10296	71389			
20	"	26 12	1658	18 11	45 3	Kinmond Bro's.	Nov. '53.	16931	55371			
21	"	24 16	1567	18 4	43 0	Boston Locomotive Works.	Feb. '54.	18483	107807			
22	"	"	"	"	"	do	"	18035	89043			
23	1 1/2	23 12	1073	13 7	36 10	Peto & Co.	Feb. '55.	10484	57998			
24	1 1/2	24 16	1567	18 4	43 0	Boston Locomotive Works.	Feb. '54.	20550	97187			
25	"	28 2	1450	16 9	44 11	Kinmond Bro's.	Aug. '54.	9542	57297			
26	"	21 2	1438	14 6	35 8	Portland Co.	Jan'y '54.	6270	66026			
27	"	"	"	"	"	Amoskeag Co.	May '54.	10496	57295			
28	"	21 2	1438	14 6	"	do	May '54.	12799	58366			
29	"	26 12	1658	19 13	46 5	Kinmond Bros.	June '54.	18637	49938			
30	"	26 2	"	"	45 15	do	"	144	5461			
31	"	26 12	"	"	46 5	do	Feb. '54.	13094	60554			
32	"	27 12	1521	16 9	44 1	Amoskeag Co.	May '54.	12606	67681			
33	"	27 12	"	"	"	do	"	9391	85238			
34	"	26 0	1583	16 0	42 0	Good, Toronto.	Sept. '54.	11902	29336			
35	1 1/2	26 14	1757	17 12	44 6	New Jersey Loco. Works.	"	7139	54060			
36	"	"	"	"	"	do	"	7850	45805			
37	1 1/2	25 6	1521	15 6	40 12	Amoskeag.	"	17300	71417			
38	"	"	"	"	"	do	Oct. '54.	2836	62091			
39	"	"	"	"	"	do	Jan'y '55.	11597	57697			
40	"	"	"	"	"	do	"	10154	64961			
41	1 1/2	25 5	1073	13 7	38 12	Peto & Co.	Nov. '54.	14093	37991			
42	"	"	"	"	"	do	Feb. '55.	18177	75215			

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CANADA—[Continued.]

December, 1858, and miles run by the same up to that date.

WHERE BUILT, OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
& Co.	Mar. '55.	19011	66531	
"	" "	6777	32395	
"	" "	14906	31621	
"	April '55.	6076	57255	
"	May '55.	18969	52218	
"	Dec. '55.	18508	48253	
"	Jan. '56.	3068	28997	
"	" "	24025	47097	
"	" "	16199	44495	
"	Dec. '56.	8056	27478	
Locomotive Works, ...	Feb. '54.	7892	31300	
and Co.	Nov. '55.	17598	54246	
"	Feb. '56.	7922	39800	
"	May '56.	14860	56244	
& Co.	Nov. '55.	20031	38689	
"	" "	9592	36320	
" .....	" "	.....	31098	
"	" "	16765	31341	
"	" "	3294	38420	
"	Dec. '55.	13968	29902	
"	" "	15349	29862	
"	Jan. '56.	17292	43812	
"	Nov. '55.	17507	42162	
"	Jan. '56.	23240	44646	
"	Dec. '55.	19828	39692	
and Co.	May '56.	14541	50378	
& Co.	Nov. '55.	20849	21654	
"	May '56.	15019	37928	
and Bros.	" "	7437	36358	
and Co.	July '56.	24399	61231	
"	" "	15052	58487	
& Co.	" "	11606	30207	
"	" "	5104	25325	
"	Sept. '56.	8869	82670	
"	Oct. '56.	15047	34934	
"	" "	2295	24447	
"	" "	5506	35900	
"	" "	7584	35914	
"	" "	19114	45698	
"	" "	10531	36752	
"	Nov. '56.	3061	36663	
"	Oct. '56.	20402	42523	

LOCOMOTIVE RETURN OF GRAND TRUNK RAIL

Number, description and condition of Locomotive Engines owned by this Company, on

Engines.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.
No.	NAME.		Number	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.				
				ft. in.	Inches	Inches		ft. in.	Inches	Tons.Cwts	Gallons.	Tons.Cwts	Tons
1	-----	Coupled	4	6 0	15	20	17 8	10 4	11 1/8	25 5	1073	13 7	38
11	-----	do	4	"	"	"	"	"	"	"	"	"	"
12	-----	Not Coupled.	4	"	"	"	"	"	"	23 12	"	"	36
13	-----	Coupled	4	5 0	16	"	"	10 1	"	25 12	"	"	38
14	-----	do	4	"	"	"	"	"	"	"	"	"	"
15	-----	do	4	"	"	"	"	"	"	"	"	"	"
16	-----	do	4	"	"	"	"	"	"	"	"	"	"
17	-----	do	4	"	"	"	"	"	"	"	"	"	"
18	-----	do	4	"	"	"	"	"	"	"	"	"	"
19	-----	do	4	"	"	"	"	"	"	"	"	"	"
20	-----	do	4	6 0	15	"	"	10 4	"	25 5	"	"	38
21	-----	do	4	5 0	17	"	141	11 2	11 1/8	24 16	1567	18 4	43
22	-----	do	4	"	15	24	162	11 0	"	23 16	1598	16 4	40
23	-----	do	4	"	15	24	"	11 0	"	"	"	"	"
24	-----	do	4	"	16	20	154	"	"	24 16	"	17 4	42
25	-----	do	4	"	"	"	178	10 1	11 1/8	25 12	1576	18 7	43
26	-----	do	4	"	"	"	"	"	"	"	"	"	"
27	-----	do	4	"	"	"	"	"	"	"	"	"	"
28	-----	do	4	"	"	"	"	"	"	"	"	"	"
29	-----	do	4	"	"	"	"	"	"	"	"	"	"
30	-----	do	4	"	"	"	"	"	"	"	"	"	"
31	-----	do	4	"	"	"	"	"	"	"	"	"	"
32	-----	do	4	"	"	"	"	"	"	"	"	"	"
33	-----	do	4	"	"	"	"	"	"	"	"	"	"
34	-----	do	4	6 0	15	"	"	10 4	"	25 5	1073	13 7	38
35	-----	do	4	"	"	"	"	"	"	"	"	"	"
36	-----	do	4	"	"	"	"	"	"	"	"	"	"
37	-----	do	4	5 6	16	"	154	11 0	11 1/8	24 12	1598	16 1	41
38	-----	do	4	6 0	15	"	178	10 4	11 1/8	25 5	1073	13 7	38
39	-----	Not Coupled.	4	"	"	"	"	"	"	23 12	"	"	36
40	-----	Coupled.	4	5 6	"	21	160	10 10	11 1/8	28 2	1473	16 9	44
41	-----	Coupled.	4	5 0	16	20	154	10 10	"	24 16	1598	18 4	43
42	-----	do	4	"	"	"	"	"	"	"	"	"	"
43	-----	do	4	"	"	"	178	10 1	11 1/8	25 12	1576	18 7	43
44	-----	do	4	"	"	"	"	"	"	"	1073	"	"
45	-----	do	4	"	"	"	"	"	"	"	1576	"	"
46	-----	do	4	"	"	"	"	"	"	"	"	"	"
47	-----	do	4	"	"	"	"	"	"	"	"	"	"
48	-----	do	4	"	"	"	"	"	"	"	"	"	"
49	-----	do	4	"	"	"	"	"	"	"	"	"	"
50	-----	do	4	"	"	"	"	"	"	"	"	"	"
51	-----	do	4	"	"	"	"	"	"	"	"	"	"
52	-----	do	4	"	"	"	"	"	"	"	"	"	"
53	-----	do	4	"	"	"	"	"	"	"	"	"	"
54	-----	do	4	"	"	"	"	"	"	"	"	"	"

GRAND TRUNK RAILWAY OF CANADA—[Continued.]

and by this Company, on the 31st December, 1858, and miles run by the same up to that date.

Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT. OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION ANT.	REMARKS.
Tons, Cwts	Gallons.	Tons, Cwts	Tons, Cwts						
25 5	1073	13 7	38 12	Peto & Co.	Mar. '55.	19011	66531		
"	"	"	"	d.	"	6777	32395		
23 12	"	"	36 19	d.	"	14906	31621		
25 12	"	"	38 19	d.	April '55.	6076	57255		
"	"	"	"	d.	May '55.	18969	52218		
"	"	"	"	d.	Dec. '55.	18508	48253		
"	"	"	"	d.	Jan. '56.	3068	28097		
"	"	"	"	d.	"	24025	47097		
"	"	"	"	d.	"	16199	44495		
25 5	"	"	38 12	d.	Dec. '56.	8056	27478		
24 16	1567	18 4	43 0	Boston Locomotive Works.	Feb. '54.	7892	31300		
23 16	1598	16 4	40 0	Portland Co.	Nov. '55.	17598	54240		
"	"	"	"	d.	Feb. '56.	7922	39800		
24 16	"	17 4	42 0	d.	May '56.	11860	56244		
25 12	1576	18 7	43 19	Peto & Co.	Nov. '55.	20031	38689		
"	"	"	"	d.	"	9592	36320		
"	"	"	"	d.	"	.....	34098		
"	"	"	"	d.	"	16765	31341		
"	"	"	"	d.	"	3294	38420		
"	"	"	"	d.	Dec. '55.	13968	29902		
"	"	"	"	d.	"	15349	29862		
"	"	"	"	d.	Jan. '56.	17292	43812		
25 5	1073	13 7	38 12	d.	Nov. '55.	17507	42162		
"	"	"	"	d.	Jan. '56.	23240	44646		
"	"	"	"	d.	Dec. '55.	19828	39692		
24 12	1598	16 1	41 10	Portland Co.	May '56.	11541	50378		
25 5	1073	13 7	38 12	Peto & Co.	Nov. '55.	20849	21654		
23 12	"	"	36 19	d.	May '56.	15019	37928		
28 2	1473	16 9	44 11	Kinross & Bros.	"	7437	36358		
24 16	1598	18 4	43 0	Portland Co.	July '56.	24399	61231		
"	"	"	"	d.	"	15052	58487		
25 12	1576	18 7	43 19	Peto & Co.	"	11606	30207		
"	1073	"	"	d.	"	5104	25325		
"	1576	"	"	d.	Sept. '56.	8869	82670		
"	"	"	"	d.	Oct. '56.	15047	34934		
"	"	"	"	d.	"	2295	24447		
"	"	"	"	d.	"	5506	35900		
"	"	"	"	d.	"	7584	35914		
"	"	"	"	d.	"	19114	45698		
"	"	"	"	d.	"	10531	36752		
"	"	"	"	d.	Nov. '56.	3061	30663		
"	"	"	"	d.	Oct. '56.	20402	42523		

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Nov. 1858, and miles run by the same up to that date

No.	BUILT NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on Road.	GENERAL CONDITION	REMARKS
8.		Nov. '56.	3455	23987		
8.		Oct. '56.	6116	30364		
8.		Nov. '56.	17572	35115		
8 y.		Oct. '56.	9470	13554		
8.		"	1000	14805		
9.		"	2582	14878		
9		"	16379	29140		
9.		Nov. '56.	12260	24103		
9.		Feb. '57.	13936	28100		
9 ks.		Nov. '56.	15214	38075		
9		"	22991	49257		
9.		Dec. '56.	6348	31051		
9		"	18590	43510		
9		Nov. '56.	20208	32325		
9		"	34179	61460		
10		"	31370	55603		
10 ny.		Sept. '48.	24148	174879		
10		Dec. '48.	20978	147224		
10		Feb. '49.	25976	168344		
10		May '49	17274	139539		
10		Dec. '49.	15744	149014		
10		Feb. '50.	10348	152949		
10		Jan. '51.	15474	110646		
10		"	4727	145240		
10		Dec. '51.	17689	133101		
11		Jan. '52.	17994	130864		
11		April '52.	17932	94377		
11		June '52.	14400	93744		
11		Nov. '52.	12570	96453		
11		Jan. '53.	20429	100264		
11		Jan. '53.	19760	99753		
11		April '53.	21029	95536		
11		"	22714	133327		
11		May '53.	13147	89008		
11		June '53.	17874	114640		
12		"	18240	96148		
12		Sept. '53.	19271	126236		
12		Nov. '53.	8080	79009		
12		"	9133	72208		
12 tive Works.		March '54	22632	105042		
12		"	16483	109705		
12 ny.		Jan. '54.	22746	76615		

LOCOMOTIVE RETURN OF GRAND TRUNK RAILWAY OF

Number, description and condition of Locomotive Engines owned by this Company, on the 31

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with wood and Water.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.				
		Coupled.		ft. in.	ft. in.	ft. in.		ft. in.		Tons, Cwt.	Gallons.	Tons, Cwt.	Tons, Cwt.
80	do	do	4	5 0	18	20	178	10 1	11 1/2	25 12	1576	18 7	43 19 Po
81	do	do	4	5 6	15	21	160	10 10	11 1/2	28 2	1473	16 9	44 11 Ki
82	do	do	4	"	"	"	"	"	"	"	"	"	"
83	do	do	4	"	"	20	158	"	"	24 2	1292	14 10	38 12 On
84	do	do	4	"	"	"	"	"	"	"	"	"	"
85	do	do	4	"	"	"	"	"	"	"	"	"	"
86	do	do	4	"	"	"	"	"	"	"	"	"	"
87	do	do	4	"	"	"	"	"	"	"	"	"	"
88	do	do	4	"	"	"	"	"	"	"	"	"	"
89	do	do	4	"	"	"	"	"	"	"	"	"	"
90	do	do	4	6 0	"	"	154	10 4	"	25 6	1521	15 0	40 6 Ms
91	do	do	4	"	"	"	"	"	"	"	"	"	"
92	do	do	4	"	"	"	"	"	"	"	"	"	"
93	do	do	4	"	"	"	"	"	"	"	"	"	"
94	do	do	4	"	"	"	"	"	"	"	"	"	"
95	do	do	4	"	"	"	"	"	"	"	"	"	"
96	do	do	4	"	"	"	"	"	"	"	"	"	"
97	do	do	4	"	"	"	"	"	"	"	"	"	"
98	do	do	4	"	"	"	"	"	"	"	"	"	"
99	do	do	4	"	"	"	"	"	"	"	"	"	"
100	do	do	4	"	"	"	"	"	"	"	"	"	"
101	do	do	4	5 0	"	22	145	10 6	"	23 10	1619	16 0	39 10 Por
102	do	do	4	"	"	"	"	"	"	"	"	"	"
103	do	do	4	"	"	"	"	"	"	22 15	1554	"	38 15
104	do	do	4	5 6	"	20	127	"	1 1/2	24 14	1649	15 6	39 14
105	do	do	4	"	"	"	132	"	"	22 7	1581	16 0	38 7
106	do	do	4	"	"	"	"	10 11	"	22 8	2025	"	38 8
107	do	do	4	5 0	"	22	"	10 6	"	"	1544	"	"
108	do	do	4	"	17	"	169	"	"	24 4	1702	18 4	42 8
109	do	do	4	"	14	20	131	10 5	"	22 7	"	16 0	38 7
110	do	do	4	5 6	15	"	132	"	"	"	1812	"	"
111	do	do	4	5 0	13	"	117	11 0	"	20 0	1321	13 5	33 5
112	do	do	4	4 8	14	22	129	10 6	1 1/2	22 12	1998	15 0	37 12
113	do	do	4	5 0	15	20	125	"	"	22 7	1606	16 0	38 7
114	do	do	4	"	18	22	150	10 5	"	21 4	1985	18 4	42 8
115	do	do	4	5 6	14	"	114	10 6	"	21 9	1602	14 6	35 15
116	do	do	4	5 0	15	"	129	11 0	"	23 10	1950	16 0	39 10
117	do	do	4	"	16	"	150	10 6	"	24 4	"	18 4	42 8
118	do	do	4	"	15	"	141	"	"	24 0	1841	14 11	38 11
119	do	do	4	"	"	"	"	16 7	"	"	"	"	"
120	do	do	4	5 6	"	"	149	10 6	1 1/2	23 8	1649	14 3	37 11
121	do	do	4	5 0	16	"	150	"	1 1/2	21 4	1775	18 4	42 8
122	do	do	4	6 0	14	"	125	11 0	"	22 0	1950	14 6	36 6
123	do	do	4	"	15	"	136	"	"	23 10	"	16 0	39 10
124	do	do	4	5 0	"	24	140	"	"	23 17	1772	"	39 17 Bo
125	do	do	4	"	"	"	"	"	"	"	1870	"	"
126	do	do	4	5 6	"	20	132	10 6	1 1/2	22 7	"	"	38 7 Po

ND TRUNK RAILWAY OF CANADA--(Continued.)

this Company, on the 31st December, 1858, and miles run by the same up to that date.

Water capacity of Tender.			Weight of Tender with Wood and Water.			Total weight of Engine and Tender with wood and Water.			WHERE BUILT OF BUILDER'S NAME.		When first put in use.	Miles run during the year 1858.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
Gallons.	Tons.	Cwts.	Tons.	Cwts.										
1576	18	7	43	19	Peto & Co.	Nov.	'56.	3455	23987					
1473	16	9	44	11	Kinmond Bros.	Oct.	'56.	6116	30364					
"	"	"	"	"	do	Nov.	'56.	17572	35115					
1292	14	10	38	12	Ontario Found y.	Oct.	'56.	9470	13554					
"	"	"	"	"	do	"	"	1000	14805					
"	"	"	"	"	do	"	"	2582	14878					
"	"	"	"	"	do	"	"	16379	29140					
"	"	"	"	"	do	Nov.	'56.	12260	24103					
"	"	"	"	"	do	Feb.	'57.	13936	28100					
1521	15	0	40	6	Manchester Works.	Nov.	'56.	15214	38075					
"	"	"	"	"	do	"	"	22991	49257					
"	"	"	"	"	do	Dec.	'56.	6348	31051					
"	"	"	"	"	do	"	"	18590	43510					
"	"	"	"	"	do	Nov.	'56.	20208	32325					
"	"	"	"	"	do	"	"	34179	61460					
"	"	"	"	"	do	"	"	31370	55603					
1649	16	0	39	10	Portland Company.	Sept.	'48.	24148	174879					
"	"	"	"	"	do	Dec.	'48.	20978	147224					
1554	"	"	38	15	do	Feb.	'49.	25976	168344					
1649	15	6	39	14	do	May	'49.	17274	139539					
1581	16	0	38	7	do	Dec.	'49.	15744	149014					
2025	"	"	38	8	do	Feb.	'50.	10348	152949					
1584	"	"	"	"	do	Jan.	'51.	15474	110646					
1702	18	4	42	8	do	"	"	4727	145240					
"	16	0	38	7	do	Dec.	'51.	17889	133101					
1812	"	"	"	"	do	Jan.	'52.	17994	130864					
1321	13	5	33	5	do	April	'52.	17932	94377					
1998	15	0	37	12	do	June	'52.	14460	93744					
1606	16	0	38	7	do	Nov.	'52.	12570	96453					
1985	18	4	42	8	do	Jan.	'53.	20429	100264					
1602	14	6	35	15	do	Jan.	'53.	19760	99753					
1950	16	0	39	10	do	April	'53.	21029	95536					
"	18	4	42	8	do	"	"	22714	133327					
1841	14	11	38	11	do	May	'53.	13147	89008					
"	"	"	"	"	do	June	'53.	17874	114640					
1649	14	3	37	11	do	"	"	18240	96148					
1775	18	4	42	8	do	Sept.	'53.	19271	126236					
1950	14	6	36	6	do	Nov.	'53.	8080	79009					
"	16	0	39	10	do	"	"	9133	72208					
1772	"	"	39	17	Boston Locomotive Works.	March	'54	22632	105042					
1870	"	"	"	"	do	"	"	16483	109705					
"	"	"	38	7	Portland Company.	Jan.	'54.	22746	76615					

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Number, date and miles run by the same up to that date

No.	NAME	ENGINE		When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
127				Mar. '57.	26174	73729	
128				Mar. '54.	13477	112488	
129				" "	22465	96854	
130				Feb. '54.	1630	46243	
131				Mar. '54.	8121	63391	
132				June, '44.	11512	75391	
133		orks.		July '54.	10681	103881	
134				" "	19458	97955	
135				Mar. '57.	17265	46790	
136				Aug. '54.	12726	68452	
137				April '52.	14138	59238	
138				Sept. '54.	3841	39174	
139				Dec. '51.	12844	56700	
140				Aug. '52.	10853	40821	
141				Nov. '56.	9528	17914	
142				Mar. '58.	548	548	
143				Jan. '57.	7113	16643	
144							
145				Dec. '56.		22081	
146				" "	11817	31069	
147				Nov. '56.	20114	38459	
148				Dec. '56.	11574	26019	
149				Nov. '56.	19613	37715	
150				Oct. '56.	21146	32514	
151				Dec. '56.	16006	29241	
152				" "	13408	26652	
153				Nov. '56.	13066	24003	
154				Dec. '56.	15063	33348	
155				Oct. '56.	17114	34051	
156				Jan. '57.	11669	28786	
157				Dec. '56.	16105	32826	
158				" "	17804	34944	
159				Jan. '57.	9657	26523	
160				Nov. '56.	22263	40510	
161				" "	12795	34147	
162				" "	11633	41594	
163				Oct. '56.	12018	28697	
164				" "	9064	36269	
165				Mar. '57.	16743	34915	
166				May '57.	15577	31221	
167				Mar. '58.	6098	6098	
168		orks.		April, '57.	26033	41329	

LOCOMOTIVE RETURN OF GRAND TRUNK RAILWAY OF

Number, description and condition of Locomotive Engines owned by this Company, on the 31st

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.					
				ft. in.	Inches	Inches		ft. in.	Inches	Tons. Cwts.	Gallons.	Tons. Cwts.	Tons. Cwts.	
1		Coupled	4	5 0	13	20	154	11 0	11	25 10	1870	17 13	43 3	Port
2		do	4	"	15	22	141	10 6	"	22 17	1950	15 13	38 10	
3		do	4	"	"	"	"	"	"	"	"	"	"	
4		do	4	6 0	14	"	125	11 0	"	21 19	"	14 6	36 5	
5		do	4	"	"	"	"	"	"	"	"	"	"	
6		do	4	5 6	"	20	"	10 6	"	21 0	1602	"	35 6	
7		do	4	5 0	17	"	140	11 0	"	24 16	1772	18 4	43 0	Bost
8		do	4	5 6	16	"	"	"	"	"	"	"	"	
9		do	4	"	"	"	154	"	"	25 18	1870	17 16	43 14	Port
10		do	4	"	"	"	160	11 6	"	24 16	"	17	41 16	
11		do	4	5 0	"	24	"	11 0	"	28 16	2045	17 10	46 6	
12		do	4	"	"	20	150	10 10	"	26 0	1583	16 0	42 0	Good
13		do	4	"	15	22	145	10 7	"	24 4	1959	17 16	"	Port
14		do	4	"	16	"	150	"	"	"	1931	"	"	
15		do	4	"	"	20	152	10 9	"	26 0	1583	16 0	42 0	Good
16		do	4	5 6	17	"	156	11 0	"	27 0	"	"	43 0	
17		do	4	5 0	16	"	152	10 9	"	26 0	"	"	42 0	
18														
19		do	4	"	"	"	178	10 1	11	25 12	1576	18 7	43 19	Peto
20		do	4	"	"	"	"	"	"	"	"	"	"	
21		do	4	"	"	"	154	10 4	11	25 6	1521	15 0	40 6	Man
22		do	4	"	"	"	"	"	"	"	"	"	"	
23		do	4	"	"	"	"	"	"	"	"	"	"	
24		do	4	"	"	"	"	"	"	"	"	"	"	Amo
25		do	4	"	"	"	"	"	"	"	"	"	"	
26		do	4	"	"	"	"	"	"	"	"	"	"	
27		do	4	"	"	"	"	"	"	"	"	"	"	
28		do	4	"	"	"	"	"	"	"	"	"	"	
29		do	4	"	"	"	"	"	"	"	"	"	"	
30		do	4	"	"	"	"	"	"	"	"	"	"	
31		do	4	"	"	"	"	"	"	"	"	"	"	
32		do	4	"	"	"	"	"	"	"	"	"	"	
33		do	4	"	"	"	"	"	"	"	"	"	"	
34		do	4	"	"	"	"	"	"	"	"	"	"	
35		do	4	"	"	"	"	"	"	"	"	"	"	
36		do	4	"	"	"	"	"	"	"	"	"	"	
37		do	4	"	"	"	"	"	"	"	"	"	"	
38		do	4	"	"	"	"	"	"	"	"	"	"	
39		do	4	"	"	"	"	"	"	"	"	"	"	
40		do	4	"	"	"	"	"	"	"	"	"	"	
41		do	4	6 0	"	"	"	"	"	"	"	"	"	
42		do	4	5 0	"	"	"	"	"	"	"	"	"	
43		do	4	"	"	"	"	"	"	"	"	"	"	
44		do	4	"	"	"	"	11 0	"	25 10	1870	17 3	42 13	Por
45		do	4	5 6	"	"	"	"	"	"	"	"	"	
46		do	4	5 0	"	22	"	"	"	29 16	1473	16 9	46 5	Ha
47		do	4	5 0	"	"	160	"	"	"	"	"	"	
48		do	4	5 6	15	21	"	"	"	"	"	"	"	

PORTLAND TRUNK RAILWAY OF CANADA—[Continued.]

This Company, on the 31st December, 1858 and miles run by the same up to that date

Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT. OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
Gallons.	Tons.Cwts	Tons.Cwts					
1870	17 13	43 3	Portland Co.	Mar. '57.	26174	73729	
1950	15 13	38 10	do	Mar. '54.	13477	12488	
"	"	"	do	"	22465	96854	
"	14 6	36 5	do	Feb. '54.	1630	46243	
"	"	"	do	Mar. '54.	8121	63391	
1602	"	35 6	do	June, '44.	11512	75391	
1772	18 4	43 0	Boston Locomotive Works.	July '54.	10681	103881	
"	"	"	do	"	19458	97955	
1870	17 16	43 14	Portland Co.	Mar. '57.	17265	46790	
"	17	41 16	do	Aug. '54.	12726	68452	
2045	17 10	46 6	do	April '52.	14138	59238	
1583	16 0	42 0	Good, Toronto	Sept. '54.	3841	39174	
1959	17 16	"	Portland Co.	Dec. '51	12844	56700	
1931	"	"	do	Aug. '52.	10853	40821	
1583	16 0	42 0	Good, Toronto	Nov. '56.	9528	17914	
"	"	43 0	do	Mar. '58	548	548	
"	"	42 0	do	Jan. '57.	7113	16643	
1576	18 7	43 19	Peto & Co.	Dec. '56.	"	22081	
"	"	"	do	"	11817	31069	
1521	15 0	40 6	Manchester Works	Nov. '56.	20114	38459	
"	"	"	do	Dec. '56.	11574	26019	
"	"	"	do	Nov. '56.	19613	37715	
"	"	"	Amoskeag Works	Oct. '56.	21146	32514	
"	"	"	do	Dec. '56.	16006	29241	
"	"	"	do	"	13408	26652	
"	"	"	do	Nov. '56.	13066	24003	
"	"	"	do	Dec. '56.	15063	33348	
"	"	"	do	Oct. '56.	17114	34051	
"	"	"	do	Jan. '57.	11669	28786	
"	"	"	do	Dec. '56.	16105	32826	
"	"	"	do	"	17804	34944	
"	"	"	do	Jan. '57.	9657	26523	
"	"	"	do	Nov. '56.	22263	40510	
"	"	"	do	"	12795	34147	
"	"	"	do	"	11633	41594	
"	"	"	do	Oct. '56	12018	28697	
"	"	"	do	"	9064	36269	
1870	17 3	42 13	Portland Company	Mar. '57.	16743	34915	
"	"	"	do	May '57.	15577	31221	
1473	16 9	46 5	do	Mar. '58.	6098	6098	
"	"	"	Hamilton Locomotive Works.	April, '57.	26033	41329	

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Number, date and miles run by the same up to that date.

No.	ENGINE		When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
		E.				
169		Works	April '57.	16777	32308	
170			"	18648	30356	
171		orks.	"	14121	27758	
172			"	12815	25676	
173			"	10812	23619	
174			"	15626	24653	
175			Dec'r. '57	13120	14252	
176			Feb. '58.	13148	13148	
177			April "	9270	9270	
178			June, "	2920	2920	
179			Aug't "	3329	3329	
180			"	3582	3582	
187			Nov. '57.	15099	17924	
188			"	22005	24465	
189			"	18709	19909	
190			"	16856	18837	
191			Dec. '57.	19644	19644	
192			"	19765	20184	
193			"	24695	26459	
194			"	19710	19710	
195		Works	Nov. '57.	13046	16580	
196			" "	23850	26457	
197			March '58	17934	17934	
198			" "	23685	23685	
199			May, '58.	12549	12549	
200			July '58.	8091	8091	
201			" "	9075	9075	
202			Sept. '58.	3505	3505	
203			Dec. '57.	11782	12984	
204			March '58	17024	17024	

T. W. TREVITHICK.

F GRAND TRUNK RAILWAY OF CANADA.

this Company, on the 31st December, 1858, and miles run by the same up to that date.

	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
Wts.	Gallons.	Tons, Cwts	Tons, Cwts					
16	1473	16 9	46 5	Hamilton Locomotive Works	April '57.	16777	32308	
	"	"	"	do	"	18648	30356	
2	1292	14 10	38 12	Kingston Locomotive Works.	"	14121	27758	
	"	"	"	do	"	12815	25676	
	"	"	"	do	"	10812	23619	
	"	"	"	do	"	15628	24653	
7	1742	19 8	47 15	Amoskeag Co.	Dec'r. '57	13120	14252	
	"	"	"	do	Feb. '58.	13148	13148	
	"	"	"	do	April "	9270	9270	
	"	"	"	do	June, "	2920	2920	
	"	"	"	do	Aug't "	3329	3329	
	"	"	"	do	"	3582	3582	
12	1576	18 7	43 19	Peto & Co.	Nov. '57.	15099	17924	
	"	"	"	do	"	22005	24465	
	"	"	"	do	"	18709	19909	
	"	"	"	do	"	16856	18837	
16	"	"	45 3	do	Dec. '57.	19644	19644	
	"	"	"	do	"	19765	20184	
	"	"	"	do	"	24695	26459	
	"	"	"	do	"	19710	19710	
16	1473	16 9	46 5	Hamilton Locomotive Works	Nov. '57.	13046	16580	
	"	"	"	do	"	23850	26457	
	"	"	"	do	March '58.	17934	17934	
	"	"	"	do	"	23685	23685	
	"	"	"	do	May, '58.	12549	12549	
	"	"	"	do	July '58.	8091	8091	
	1300	"	"	do	"	9075	9075	
	"	"	"	do	Sept. '58.	3505	3505	
2	"	14 10	38 12	Kingston Loco. Works.	Dec. '57.	11782	12984	
	"	"	"	do	March '58	17024	17024	

(Signed)

T. W. TREVITHICK.

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GRAND TRUNK RAILWAY OF CANADA.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average Weight in pound.	In good Repair	Requiring Slight Repairs	Requiring Heavy Repairs	TOTAL Number.
First Class Passenger Cars with 12 wheels	none.				
Do. with 8 wheels	27,000	69	2	8	79
Second Class Passenger Cars, 8 wheels.....	24,300	43	3	5	51
Emigrant Cars, 8 wheels,....					
Baggage, 8 wheels.....	26,600	20	1	1	22
Baggage & Post Office, 8 wheels	26,600	25	1	4	30
Box, 8 wheels	17,500	1074	20	26	1120
Cattle, 8 wheels	16,800	48	1	2	51
Platform Cars, 8 wheels	14,000	984	63	21	1068
Ballast, 8 wheels		76	31		107
Do. 4 wheels		26			26
Hand Cars					
Snow Ploughs, large.....		34			34

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations :

<i>London.</i>	<i>Brockville.</i>	<i>Sherbrooke.</i>
<i>Toronto.</i>	<i>Cornwall.</i>	<i>Island Pond.</i>
<i>Cobourg.</i>	<i>Point St. Charles.</i>	<i>Gorham.</i>
<i>Belleville.</i>	<i>Longueuil.</i>	<i>Portland.</i>
<i>Kingston.</i>	<i>Richmond.</i>	<i>Guelph.</i>
	<i>Point Levy.</i>	

(Signed)

T. H. TREVITHICK

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CANADA.

Number, 1858, and miles run by the same up to that date.

BUILT, NAME.	When first put in use.	Miles run during the year 1858.	Total Miles run since first put on road.	GENERAL CONDITION AND REMARKS.
	Septem'r.			
	1852	9985	.. ..	In good order.
es Good.	1853	14755	.. ..	do
l. by J. Brant	"	13618	.. ..	Wants flue sheet, otherwise in good order.
	"	21065	.. ..	In good order.
	"	16074	.. ..	Wants flue sheet & tender frame, other- wise in good order.
James Good.	"	6395	.. ..	In good order.
l. by J. Brant	1854	19925	.. ..	Wants new tender frame, otherwise in good order.
	"	32631	.. ..	Wants new tender frame, otherwise in good order.
James Good.	1855	3520	.. ..	In good order.
	"	20440	.. ..	Wants flue sheet & tender frame, other- wise in good order.
	"	6120	.. ..	In good order.
	"	23257	.. ..	Wants new tender frame, otherwise in good order.
	"	5375	.. ..	Wants new tender frame, otherwise in good order.
N. J. by V.	"	23085	.. ..	In good order.
	"	6910	.. ..	Wants new crank- axle, otherwise in good order.
James Good.	"	27730	.. ..	In good order.
	"	13645	.. ..	Wants new tyres and tender frame and slight repairs.

: brass flues.

crank axle to replace the one broken on 29th
our spring traffic.

J. TULLINGHAM, *Sup't. Power.*

LOCOMOTIVE RETURN OF NORTHERN R.

Number, description and condition of Locomotive Engines owned by this Company, on t

ENGINES.		Connections.	Driving Wheels.		Cylinders		Flues.*			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender, with Wood and Water.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.				
1	Lady Elgin	Inside.	4	5	14	20	132	10 $\frac{1}{2}$	1 $\frac{1}{2}$	28 $\frac{1}{2}$	1846	17 $\frac{1}{2}$	42 $\frac{1}{2}$
2	Toronto	Outside.	4	4 $\frac{1}{2}$	16	22	150	11	2	29 $\frac{1}{2}$	1582	20 $\frac{3}{4}$	50 $\frac{3}{4}$
3	Josephine	Inside.	4	6	17	20	174	11	1 $\frac{1}{2}$	29 $\frac{1}{2}$	1625	19	48 $\frac{3}{4}$
4	Huron	do	4	5	17	"	174	10 $\frac{1}{2}$	"	28 $\frac{3}{4}$	1600	19	47 $\frac{1}{2}$
5	Ontario	do	4	5	17	"	174	10 $\frac{1}{2}$	"	28 $\frac{3}{4}$	1650	19	47 $\frac{1}{2}$
6	Simcoe	Outside.	4	5 $\frac{1}{2}$	16	22	148	12	2	32 $\frac{1}{2}$	1600	18	50 $\frac{1}{2}$
7	Collingwood	Inside.	4	5	17	20	191	11	1 $\frac{1}{2}$	28 $\frac{3}{4}$	1609	19	47 $\frac{1}{2}$
8	Seymour	do	4	5	17	"	191	11	"	28 $\frac{3}{4}$	1609	19	47 $\frac{1}{2}$
9	Hercules	do	6	4 $\frac{1}{2}$	18	"	148	13 $\frac{3}{4}$	2	33 $\frac{1}{2}$	1585	18 $\frac{1}{2}$	51 $\frac{1}{2}$
10	Samson	do	6	4 $\frac{1}{2}$	18	"	150	13 $\frac{3}{4}$	"	33 $\frac{1}{2}$	1900	20 $\frac{1}{2}$	53 $\frac{1}{2}$
11	.....	Outside.	4	5	16	"	163	10	"	29 $\frac{3}{4}$	1778	20	49 $\frac{3}{4}$
12	.....	Inside.	4	5 $\frac{1}{2}$	17	"	155	10 $\frac{1}{2}$	"	31 $\frac{1}{2}$	2216	22	53 $\frac{1}{2}$
13	.....	do	4	4 $\frac{1}{2}$	18	"	182	10 $\frac{3}{4}$	"	29 $\frac{1}{2}$	2225	22	51 $\frac{1}{2}$
14	.....	do	4	5 $\frac{1}{2}$	17	"	150	11	"	30 $\frac{3}{4}$	1730	21	51 $\frac{1}{2}$
15	.....	do	4	5	17	"	150	11	"	29 $\frac{1}{2}$	1756	20	49 $\frac{1}{2}$
16	J. C. Morrison ...	do	4	5 $\frac{1}{2}$	17	"	155	11	"	30 $\frac{3}{4}$	2220	22	52 $\frac{3}{4}$
17	.....	do	4	4 $\frac{1}{2}$	18	"	176	10 $\frac{3}{4}$	"	29 $\frac{3}{4}$	2225	22 $\frac{1}{2}$	52 $\frac{1}{2}$

* Nos. 1, 3, 4, 5, 7, 8, 14 and 15, have copper flues. Nos. 2, 6, 9, 10, 11, 12, 13, 16

+ Three of our engines want new flue sheets, and seven of them new tender frames
December, instant—all of which repairs are approaching to completion, by t

RN OF NORTHERN RAILWAY OF CANADA.

d by this Company, on the 31st Decen ber, 1858, and miles run by the same up to that date.

Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender, with Wood and Water.	WHERE BUILT, OR BUILDERS' NAME.	When first put in use.	Miles run during the year 1858.	Total Miles run since first put on road.	GENERAL CONDITION AND REMARKS.†
Tons.	Galls.	Tons.	Tons.					
21 1/2	1846	17 1/2	42 1/2	At Portland, Me.	Septem'r. 1852	9955	.. ..	In good order.
21 1/2	1582	20 1/2	50 1/2	Toronto by James Good.	1853	14755	.. ..	do
29 1/2	1625	19	48 1/2	At Patterson, N.J. by J. Brant	"	13618	.. ..	Wants flue sheet, otherwise in good order.
28 3/4	1600	19	47 3/4	do	"	21065	.. ..	In good order.
28 3/4	1650	19	47 3/4	do	"	16074	.. ..	Wants flue sheet & tender frame, otherwise in good order.
32 1/2	1600	18	50 1/2	At Toronto, by James Good.	"	6395	.. ..	In good order.
28 1/2	1609	19	47 1/2	At Patterson, N.J. by J. Brant	1854	19925	.. ..	Wants new tender frame, otherwise in good order.
28 3/4	1609	19	47 3/4	do	"	22631	.. ..	Wants new tender frame, otherwise in good order.
33 1/2	1585	18 1/2	51 1/2	At Toronto by James Good.	1855	3520	.. ..	In good order.
33 1/2	1900	20 1/2	53 1/2	do	"	20440	.. ..	Wants flue sheet & tender frame, otherwise in good order.
29 3/4	1778	20	49 3/4	do	"	6120	.. ..	In good order.
31 1/2	2216	22	53 1/2	do	"	23257	.. ..	Wants new tender frame, otherwise in good order.
29 1/2	2225	22	51 1/2	do	"	5375	.. ..	Wants new tender frame, otherwise in good order.
30 3/4	1730	21	51 1/2	At Patterson, N. J. by V. Blackburn.	"	23085	.. ..	In good order.
29 1/2	1756	20	49 1/2	do	"	6910	.. ..	Wants new crank-axle, otherwise in good order.
30 3/4	2220	22	52 3/4	At Toronto by James Good.	"	27730	.. ..	In good order.
29 3/4	2225	22 1/2	52 1/2	do	"	13645	.. ..	Wants new tyres and tender frame and slight repairs.

. 2, 6, 9, 10, 11, 12, 13, 16 and 17, have brass flues.

them new tender frames; also one new crank axle to replace the one broken on 29th
ing to completion, by the opening of our spring traffic.

(Signed)

J. TILLINGHAM, *Sup't. Power.*

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NORTHERN RAILWAY OF CANADA.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average weight in pounds.	In good repair.	Requiring Slight Repairs.	Requiring Heavy Repairs.*	TOTAL Number.
First Class Passenger Cars, with 12 wheels					
Do. with 8 wheels	27.350	8	4	1	13
Second Class Passenger Cars, 8 wheels	23.000	7			7
Emigrant Cars, 8 wheels					
Baggage, Mail, & Exp. 8 wheels	23.950	2	2	2	6
Box, Freight, and Cattle, 8 wheels	16.500	58	32	28*	118
Platform Cars, 8 wheels	14.300	100	35	25*	160
Gravel Cars, 8 wheels					
do 4 "				23*	23
Hand Cars			3		3
Snow Ploughs, large					3
Spar Trucks, 4 wheels	4.700	24			24

* In the shape of new wheels principally.

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations:—

Toronto and Collingwood, by car repairers, and at all Stations by the train men.

(Signed)

J. TILLINGHART,
Sup't. Mo. Power.

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Number, description es run by the same up to that date.

ENGINES.		Miles run during the year 1888.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
No.	NAME.			
1	Goderich	31666	64028	In good condition.
2	Waterloo	31277	73620	Firebox and boiler require repairing.
3	Caledonia	25445	65729	Firebox requires a numb'r of new stays
4	Cayuga	24446	67645	Tender and truck under repair.
5	Victoria	"	28061	Being rebuilt, nearly completed.
6	Dunville	6737	28876	Requires slight rep.
7	Stratford	14721	14721	Under heavy rep'rs
8	Welland	"	14564	Requires a new tube sheet.
9	Huron	"	"	Burnt in conflagration, requires rebuilding.
10	Superior	14951	44921	In good condition.
11	Erie	"	39427	Under thoro' repair
12	Heseltine	26024	58255	In good condition.
13	Powell	11638	53897	do
14	Brant	26193	59247	do
15	Buffalo	27577	62728	Requires thoro' rep.
16	Michigan	27849	57010	In good condition.
17	Chicago	30087	51020	do
18	Minnesota	31790	60065	do
19	Milwaukee	26106	50307	do
20	Illinois	18649	43521	do
21	Wisconsin	20061	50850	do
22	Iowa	29031	49335	do
23	Saginaw	31636	47447	do
24	Paris	20206	28756	do
25	Oxford	26128	37503	do
26	Perth	4117	2317	do
27	Haldimand	"	"	do
28	Boxer	19708	21247	Tender under rep'rs
29	Growler	21989	22189	In good condition.

LOCOMOTIVE RETURN OF BUFFALO AND LAKE HURON

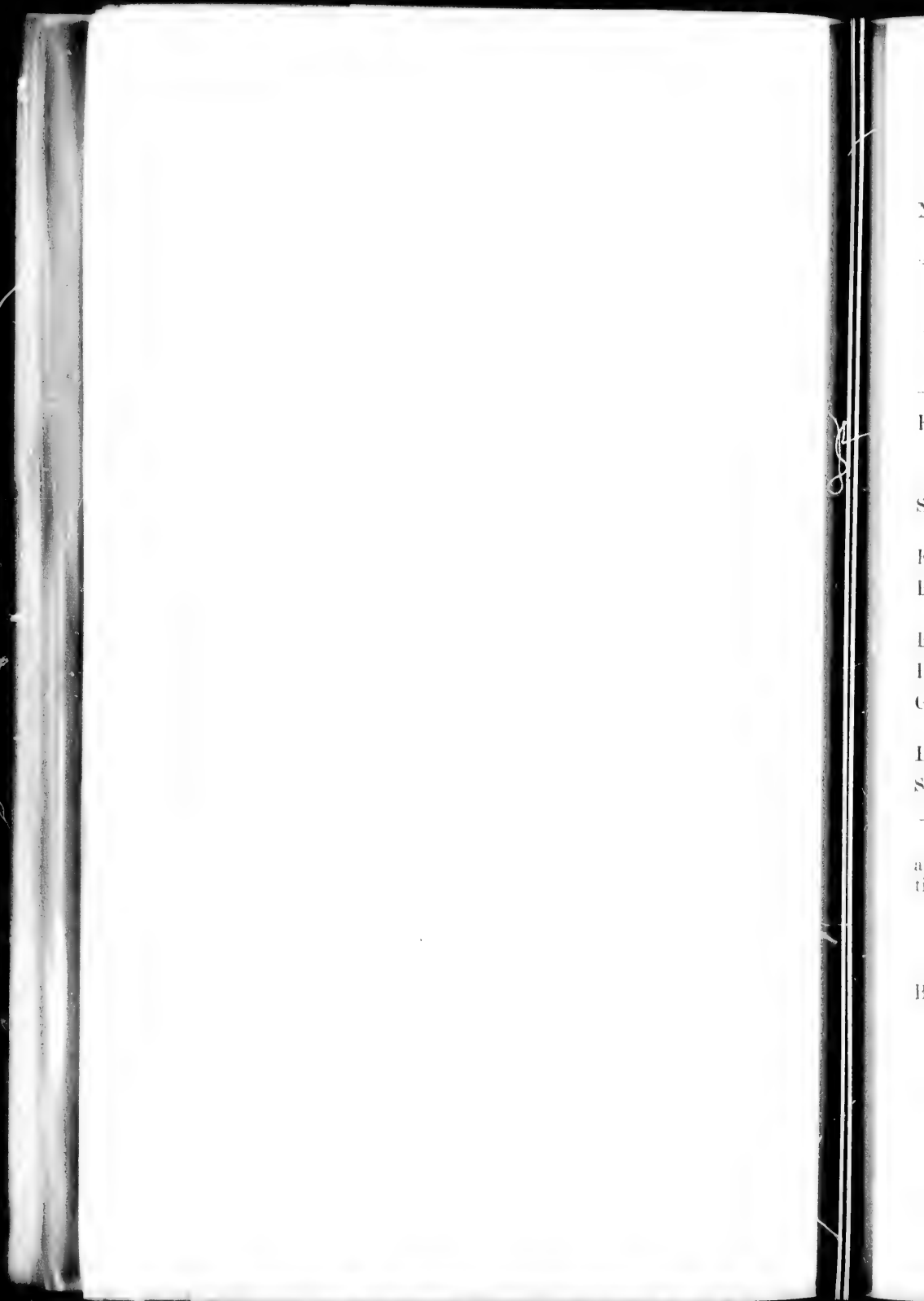
Number, description and condition of Locomotive Engines owned by this Company, on the

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender, with Wood and Water.	Total weight of Engine and Tender with Wood and Water.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.				
				Feet	Inch.	Inch.		ft. in.	Inch.	Tons, Cwt.	Gall.	Tons, Cwt.	Tons, Cwt.
1	Goderich	Outside.	4	5½	16	22	170	11 2	1½	24 10	1475	17 00	43 46
2	Waterloo	do	"	6	"	"	"	"	"	"	"	"	"
3	Caledonia	do	"	5½	15	"	145	11 2	1½	24 44	"	"	43 80
4	Cayuga	do	"	"	"	"	"	"	"	"	"	"	"
5	Victoria	do	"	"	"	"	117	10 11	1½	19 51	1300	16 00	37 87
6	Dunville	do	"	"	"	"	"	"	"	"	"	"	"
7	Stratford	do	"	"	"	"	"	"	"	"	"	"	"
8	Welland	do	"	"	15½	"	130	11 4½	"	23 60	1375	16 50	42 40
9	Huron	do	"	5½	"	"	"	"	"	"	"	"	"
10	Superior	do	"	6	16	"	145	11 5½	1½	24 86	1475	16 00	44 86
11	Erie	do	"	5	"	"	"	"	"	"	1300	"	42 78
12	Heseltine	Inside.	"	5½	"	"	156	11 2	1½	25 00	1475	17 00	44 36
13	Powell	do	"	"	"	"	"	"	"	"	"	"	"
14	Brant	do	"	"	"	"	"	"	"	"	"	"	"
15	Buffalo	do	"	"	"	"	"	"	"	"	"	"	"
16	Michigan	do	"	"	"	"	"	"	"	"	"	"	"
17	Chicago	do	"	"	"	"	"	"	"	"	"	"	"
18	Minnesota	do	"	5	"	"	"	"	"	"	"	"	"
19	Milwaukee	do	"	"	"	"	"	"	"	"	"	"	"
20	Illinois	do	"	5½	"	"	"	"	"	"	"	"	"
21	Wisconsin	do	"	"	"	"	"	"	"	"	"	"	"
22	Iowa	do	"	"	"	"	"	"	"	"	"	"	"
23	Saginaw	do	"	"	"	"	"	"	"	"	"	"	"
24	Paris	do	"	"	"	"	"	"	"	"	"	"	"
25	Oxford	do	"	5	"	"	"	"	"	"	"	"	"
26	Perth	do	"	"	"	"	"	"	"	"	"	"	"
27	Haldimand	do	"	5½	"	"	"	"	"	"	"	"	"
28	Boxer	do	"	4½	15	20	105	10 5½	"	18 00	1160	13 00	32 70
29	Growler	do	"	"	"	20	105	"	"	"	"	"	"

BUFFALO AND LAKE HURON RAILWAY OF CANADA.

ed by this Company, on the 31st December, 1858, and miles run by the same up to that date.

Weight of Engine.	Water capacity of Tender.	Weight of Tender, with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT, OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
4 10 1475 17 60 43 46	Gall. Tons, Cwt. Tons, Cwt.			Schenectady, U. S.	1856	31666	64028	In good condition.
" " " " " "	" " " " " "			do	"	31277	73620	Firebox and boiler require repairing.
4 44 " " 43 80	" " " " " "			do	"	25445	65729	Firebox requires a numb'r of new stays
" " " " " "	" " " " " "			do	"	24446	67645	Tender and truck under repair.
9 51 1300 16 00 37 87	" " " " " "			Springfield, U. S.	"	"	28061	Being rebuilt, nearly completed.
" " " " " "	" " " " " "			do	185	6727	28876	Requires slight rep.
" " " " " "	" " " " " "			do	185	14721	14721	Under heavy rep's
3 60 1375 16 50 42 40	" " " " " "			Toronto, C. W.	"	"	14564	Requires a new tube sheet.
" " " " " "	" " " " " "			do	"	"	"	Burnt in conflagration, requires rebuilding.
4 86 1475 16 00 44 86	" " " " " "			Springfield, U. S.	1856	14951	44921	In good condition.
" 1300 " 42 78	" " " " " "			do	"	"	39427	Under thoro' repair
5 00 1475 17 00 44 36	" " " " " "			Schenectady, U. S.	"	26024	58255	In good condition.
" " " " " "	" " " " " "			do	"	11638	53897	do
" " " " " "	" " " " " "			do	"	26193	59247	do
" " " " " "	" " " " " "			do	"	27577	62728	Requires thoro' rep.
" " " " " "	" " " " " "			do	185	27349	57010	In good condition.
" " " " " "	" " " " " "			do	"	30087	51020	do
" " " " " "	" " " " " "			do	"	31790	60065	do
" " " " " "	" " " " " "			do	"	26106	50307	do
" " " " " "	" " " " " "			do	"	18649	43521	do
" " " " " "	" " " " " "			do	"	20061	50850	do
" " " " " "	" " " " " "			do	"	29031	49335	do
" " " " " "	" " " " " "			do	"	31636	47447	do
" " " " " "	" " " " " "			do	"	20206	28756	do
" " " " " "	" " " " " "			do	"	26128	37503	do
" " " " " "	" " " " " "			do	1853	4117	2317	do
" " " " " "	" " " " " "			do	"	"	"	do
00 1160 13 00 32 70	" " " " " "			Boston, U. S.	1857	19708	21247	Tender under rep's
" " " " " "	" " " " " "			do	"	21989	22189	In good condition.



BUFFALO AND LAKE HURON RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average Weight in pound.	In good Repair	Requiring Slight Repairs	Requiring Heavy Repairs.	TOTAL Number.
First Class Passenger Cars	21,000	11	5	2	18
with 12 wheels	none.				
Do. with 8 wheels	21,000				
Second Class Passenger Cars.					
8 wheels	19,000	5		1	6
Emigrant Cars, 8 wheels, ...	none.				
Baggage, Mail, and Express, 8 wheels	18,500	12	2		14
Box Freight and Cattle, 8 wheels	16,000	134			134
Platform Cars, 8 wheels	14,500	42	54		96
Gravel Cars, 8 wheels	12,000	10		14	24
Do. 4 wheels	6,000	30		44	74
Hand Cars	600	8		4	12
Snow Ploughs, large	2,300	1			1

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations :

Fort Erie, Brantford, and Goderich.

(Signed)

HENRY YATES,
Mechanical Sup't.

BRANTFORD, January 31st, 1859.

Number

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No.

1	L.
2	M.

LOCOMOTIVE RETURN OF LONDON

Number, description and condition of Locomotive Engines owned by this.

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.	
				ft. in.	Inches	Inches	ft. in.			Tons. Cwt. Gr.
1	J. Lawrason	Outside.	4	5 6	15	22	15 0	11 0	1 1	1 1
2	M. Anderson	do	4	"	15	22	"	11 0	1 1	1 1

LOCOMOTIVE RETURN OF LONDON AND PORT STANLEY

Number, description and condition of Locomotive Engines owned by this Company, on the 31st

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender	Weight of Tender with Wood and Water.	Total weight of Engine, and Tender with Wood and Water.			
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside diameter.							
			Number.	ft. in.	Inches	Feet	Number.	ft. in.	Inches	Tons.	Cwt.	Gallons.	Tons.	Cwt.	Tons.	Cwt.
1	L. Lawrason.....	Outside.	4	5	6	15	22	150	11	0	17	.....	2000	21	59	.....
2	M. Anderson.....	do	4	"	"	15	22	"	11	0	17	.....	"	21	59	.....

NDON AND PORT STANLEY RAILWAY OF CANADA.

by this Company, on the 31st December, 1858, and miles run by the same up to that date.

Weight of Engine.	Water capacity of Tender.		Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
	Gallons.	Tons, Cwts							
..	2000	21	59	Schenectady, N.Y.	1853	9080	27080	Good.	
..	"	21	59	do.	1853	28000	59000	Good.	

(Signed)

W. BOWMAN, *Sup't.*

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LONDON AND PORT STANLEY RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average weight in pounds.	In good repair.	Requiring Slight Repairs.	Requiring Heavy repairs.	TOTAL Number.
First Class Passenger Cars.....					
First Class Passenger Cars, with 12 wheels.....					
Do. with 8 wheels.....	28,000	12			12
Second Class Passenger Cars, 8 wheels.....					
Emigrant Cars, 8 wheels.....					
Baggage, Mail, & Exp. 8 wheels.....	19,500	2			2
Box, Freight, and Cattle, 8 wheels.....	18,500	22	4	2	28
Platform Cars, 8 wheels.....	14,000	15	5		20
Gravel Cars, 8 wheels.....					
do 4 ".....					
Hand Cars.....		2			2
Snow Ploughs, large.....					

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations:—

London and Port Stanley Railway.

(Signed)

W. BOWMAN,
Sup't. Mo. Power.

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ANADA.

Run, 1858, and miles run by the same up to that date.

No.	BUILT, NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
1	husets, pur- Buffalo and in 1854.	1855	4200 8400		

TSON, *Lessee and Manager.*

1*

LOCOMOTIVE RETURN OF ERIE AND ONTARIO RAILWAY

Number, description and condition of Locomotive Engines owned by this Company, on the 31st Dec.

ENGINES.		Driving Wheels,		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	W BU
NAME.	Connections.	Number.	Diameter.	Diameter.	Stroke.	Number.	Length	Inside Diameter.					
Erie.	Outside.	4	ft. in. 5½	15	22	124	19	14	15	500	12	27	Springf chase Branch Manche
Niagara.	Inside.	4	5	16	20	155	10	14	18	500	12	30	

(Signed)

J. P.

AND ONTARIO RAILWAY OF CANADA.

Company, on the 31st December, 1858, and miles run by the same up to that date.

Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT, OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
500	12	27	Springfield, Massachusetts, purchased from Buffalo and Brantford R. R. in 1854.		4200		
500	12	30	Manchester, N.H.	1855	8400		

(Signed)

J. B. ROBETSON, *Lessee and Manager.*

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ERIE AND ONTARIO RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average Weight in pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	TOTAL Number.
First Class Passenger Cars.....					
Do. with 12 wheels....					
Do. with 8 wheels....	24,000			4	4
Second Class Pass.Cars, 8 wheels.....					
Emigrant Cars, 8 wheels.....					
Baggage, Mail and Exp. 8 wheels.....	22,000			1	1
Box Freight and Cattle, 8 wheels.....	17,000			1	1
Platform Cars, 8 wheels.....	15,000			8	8
Gravel Cars, 8 wheels.....					
Do. 4 wheels.....	6,000			20	20
Hand Cars.....	700	3			3
Snow Ploughs, large.....					

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations :—

Niagara.

(Signed)

J. B. ROBERTSON,

Lessee and Manager.

Num

No.

Cobor

OF CANADA.

Number, r, 1858, and miles run by the same up to that date.

No.	EN	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
	BUILT OR S NAME.				
	Cob'	1854	22500	Not known.	Undergoing thorough repairs.
	Alm'	1855	6000		
	Pet'	1855	4000		

Superintendent, 22nd January, 1859.

Cobourg :

R *

LOCOMOTIVE RETURN OF COBOURG AND PETERBORO

Number, description and condition of Locomotive Engines owned by this Company, on the

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.				
				ft. in.	Inches	Inches		ft. in.	Inches	Tons. Cwts.	Gallons.	Tons. Cwts.	Tons. Cwts.
	Cobourg	Inside.	4	5	16	20	151	13	13	24	2000	4	28
	Alma	Outside.	4	4 6	16 1/2	20	160	12	12 1/2	23 1/2	1500	3 1/2	27 1/2
	Peterboro'	Inside.	4	5	16	20	141	14	14	23	2000	4	27

(Signed)

J. H. DUMBLE

Cobourg and Peterboro' Railway opened for Traffic, May, 1854.

BOURG AND PETERBORO' RAILWAY OF CANADA.

by this Company, on the 31st December, 1858, and miles run by the same up to that date.

Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
tons. Cwts.	Gallons.	tons. Cwts.	tons. Cwts.					
24	2000	4	28	Good, Toronto.....	1854	22500		
23 1/2	1500	3 1/2	27	do	1855	6000		
23	2000	4	27	do	1855	4000		
							Not known.	Undergoing thorough repairs.

d) J. H. DUMBLE, *Engineer and Superintendant*, 22nd January, 1859.

K*

COBOURG AND PETERBORO' RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average Weight in pound.	In good Repair.	Requiring Slight Repairs.	Requiring Heavy Repairs.	TOTAL Number.
First Class Passenger Cars, ... with 12 wheels					
Do with 8 wheels		2			2
Second Class Passenger Cars, 8 wheels					
Emigrant Cars, 8 wheels					
Baggage, Mail and Express, 8 wheels	Ordinary Cars.	1			1
Box, Freight and Cattle, 8 wheels			10		10
Platform Cars, 8 wheels			55		55
Gravel Cars, 8 wheels					
Do 4 wheels		17			17
Hand Cars		4			4
Snow Ploughs, large		1			1

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Stations :

Cobourg, Harwood and Peterboro'.

(Signed)

J. H. DUMBLE,
Engineer & Sup't.

K*†

Number, descriptions run by the same up to that date.

ENGINES.		Miles run during the year 1868.	Total Miles run since first put on road.	GENERAL CONDITION AND REMARKS.
No.	NAME.			
1	Oxford.....y	466	55614	
2	St. Lawrence...y	11306	90577	
3	Ottawa.....	18776	100392	
4	Colonel By.....er.	29052	115048	
5	Prescott.....57.	28732	30528	

R. WHITE, Sec'y, O. & P. R. R. Co.

LOCOMOTIVE RETURN OF OTTAWA AND PRES

Number, description and condition of Locomotive Engines owned by this Company, on the 31

ENGINES.		Connections.	Driving Wheels.		Cylinders		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender, with Wood and Water.	V
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.					B
1	Oxford	Outside.	4	Feet. 4	Inch. 11 $\frac{1}{2}$	20	82	Feet 9 $\frac{1}{2}$	Inch 1	Tons. 12	Galls. 1000	Tons. 6	Tons. 18	Bosto
2	St. Lawrence	do	4	4 $\frac{1}{2}$	14	22	111	10 $\frac{1}{2}$	1	18	1500	12	30	
3	Ottawa	do	4	4 $\frac{1}{2}$	14	22	1.1	10 $\frac{1}{2}$	1	18	1500	12	30	
4	Colonel By	Inside.	4	5 $\frac{1}{2}$	14	20	112	10 $\frac{1}{2}$	1	18	1500	12	30	
5	Prescott	do	4	5 $\frac{1}{2}$	14	20	92	10 $\frac{1}{2}$	1	16	1400	10	26	

OF OTTAWA AND PRESCOTT RAILWAY.

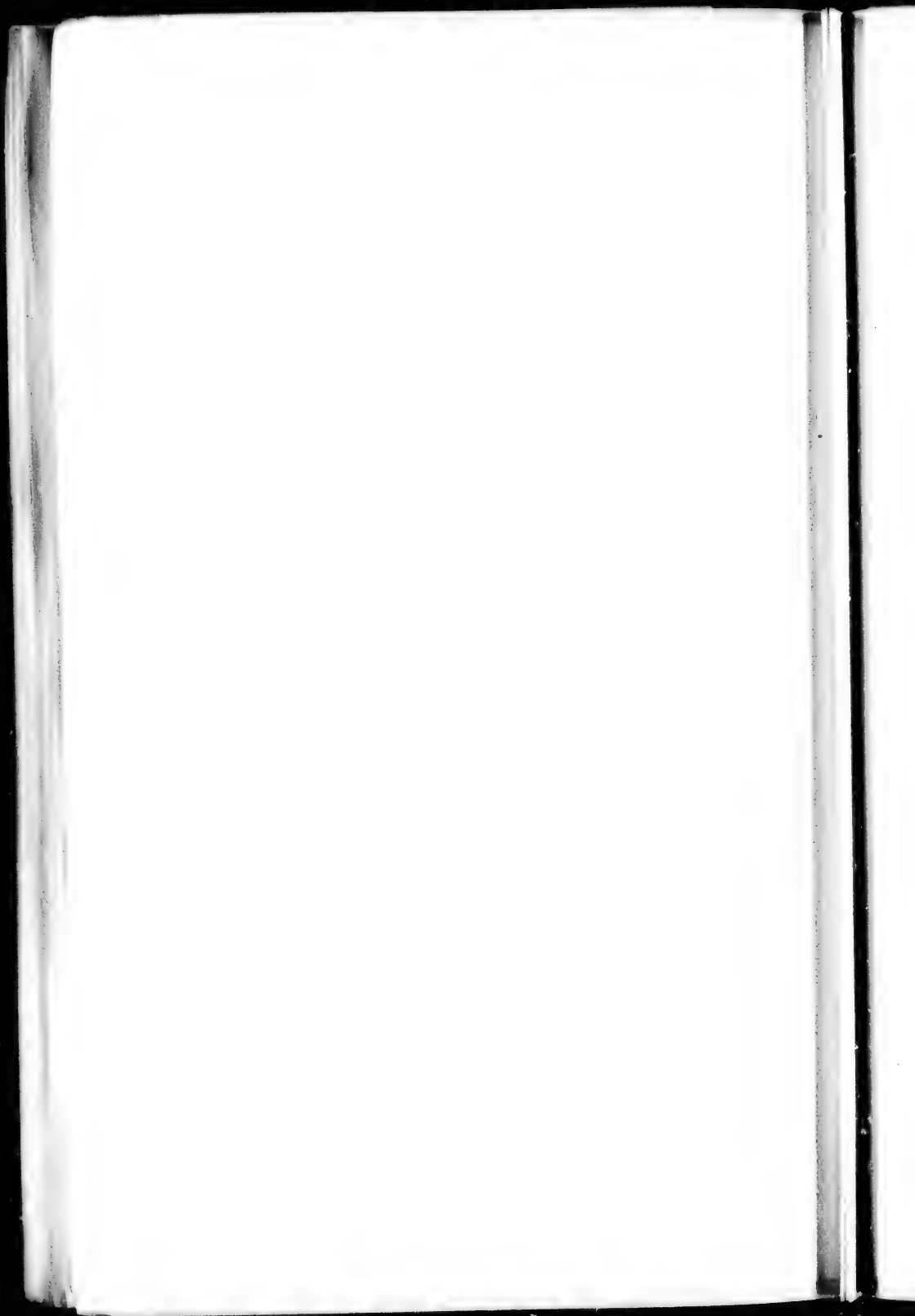
y this Company, on the 31st December, 1858, and miles run by the same up to that date.

Water capacity of Tender.			WHERE BUILT, OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total Miles run since first put on road.	GENERAL CONDITION AND REMARKS.
Galls.	Tons.	Tons.					
1000	6	18	Boston Locomotive Works.	1854 May	466	55614	
1500	12	30	do	July	11306	90577	
1500	12	30	do	"	18776	100392	
1500	12	30	do	October,	29652	115048	
1400	10	26	do	Nov. '57.	28732	30528	

(Signed)

JOHN R. WHITE. Sec'y. O. & P. R. R. Co.

L*



OTTAWA AND PRESCOTT RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average weight in pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	TOTAL Number.
First Class Passenger Cars.....					
Do. with 12 wheels.....					
Do. with 8 wheels.....	16,000	3	3		6
Second Class Pass. Cars, 8 wheels	16,000	1			1
Emigrant Cars, 8 wheels.....	16,000	1			1
Baggage, Mail and Exp. 8 wheels	14,000	2			2
Box Freight and Cattle, 8 wheels	12,000	40			40
Platform Cars, 8 wheels.....	11,000	30			30
Gravel Cars, 8 wheels.....	none.				
Do. 4 wheels.....	4,000	40			40
Hand Cars.....	500	3		3	6
Snow Ploughs, large.....					

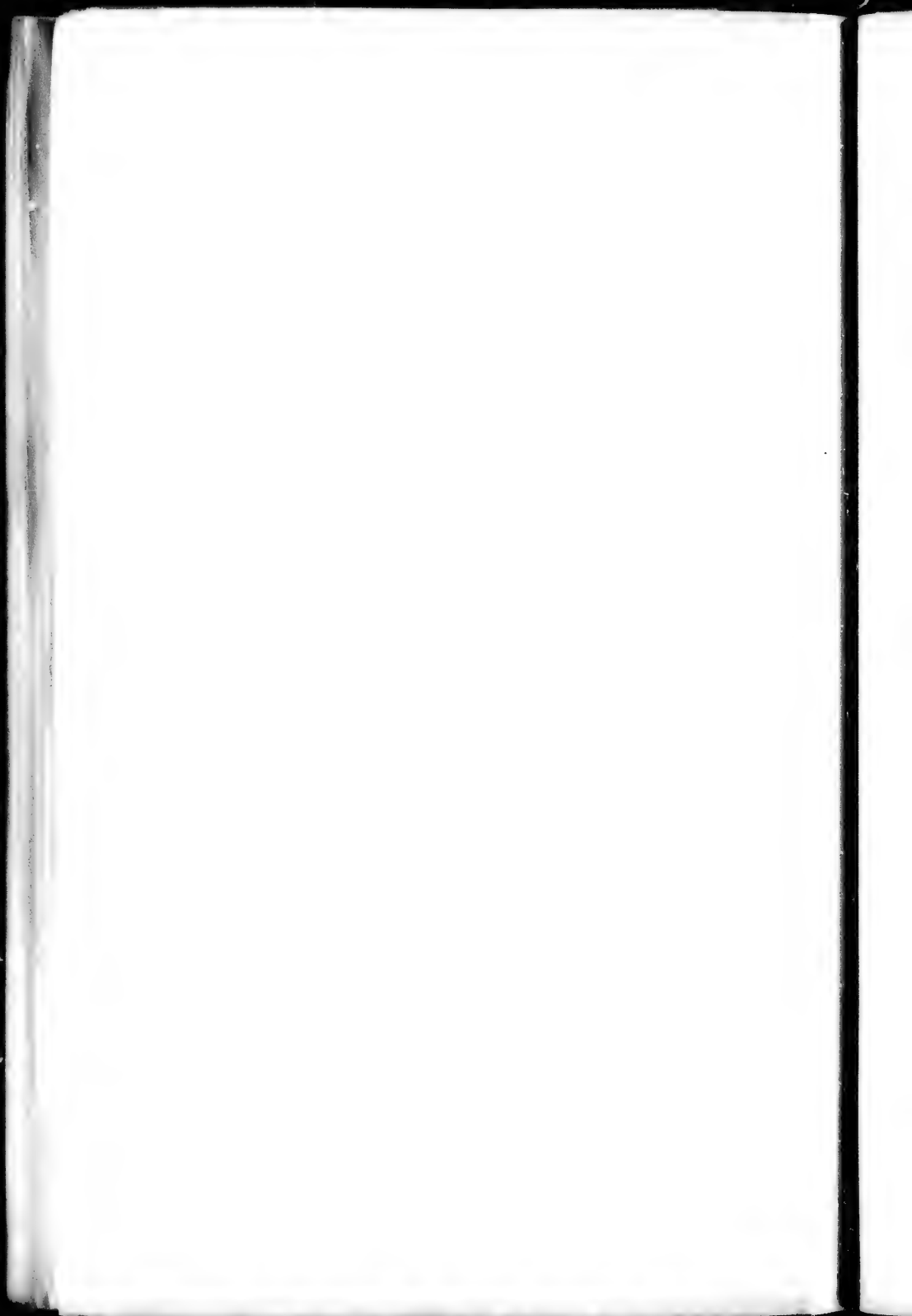
The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Station :—

Prescott.

(Signed)

JOHN R. WHITE,
Sec'y. O. & P. R. R. Co.

L*†



ANADA.

Number, description and miles run by the same up to that date.

ENGINES		When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
No.	NAME.				
	Laprairie . . .	1852	10505	72017	In use on freight.
	Dorchester . .	1852	11615	93364	In shop for repairs.
	St. Lambert . .	1851	21195	125837	On passenger train.
	St. Helen . . .	1852	21110	122314	do
	St. Lawrence .	1851	3509	70180	On Farnham road, passenger.
	Canada	1851	13757	74183	Ready for use.
	Champlain . . .	1847	2181	33676	do
	Montreal	1847	.....	27066	Not in use.
	John Molson . .	1849	8060	53917	Ready for use.
	Hemmingford . .	1853	10367	.....	In use, frt. and pass.
	Souhegan . . . .	.....	3400	.....	Ready for use.
	New York	1853	7830	.....	In use, pass. train.
	St. Renie . . . .	.....	17883	.....	Wood train.
	Montreal . . . .	.....	10785	.....	In shop, for new tyres.
	James Ferrier .	.....	11841	.....	Ready for use.
	Caughnawaga .	1853	14311	.....	In shop, new fire box

WORTH, *Superintendent Motive Power.*

M²

LOCOMOTIVE RETURN OF MONTREAL AND CHAM

Number, description and condition of Locomotive Engines owned by this Company, on the

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.				
	Laprairie	Inside.	4	feet. 5½	Inches 16	20	146	ft. 11	Inches 1½	Tons. 13	Galls. 1800	.....	.....
	Dorchester	"	4	5	16	20	146	"	1	.....	1800	.....	.....
	St. Lambert	"	4	5½	14	20	128	"	1	.....	1600	.....	.....
	St. Helen	"	4	5½	14	20	128	"	1	.....	1600	.....	.....
	St. Lawrence	Outside.	4	5	13½	20	121	11½	1	.....	1600	.....	.....
	Canada	"	4	5	13	26	98	11	1½	.....	1600	.....	.....
	Champlain	"	4	5	15	22	139	11½	1½	.....	2000	.....	.....
	Montreal	Inside.	4	4½	11	16	94	8½	1½	.....	1200	.....	.....
	John Molson	Outside.	2	5½	14	20	109	10½	2	.....	1600	.....	.....
	Hemmingford	"	4	4½	13	24	113	11	1½	.....	1600	.....	.....
	Souhegan	"	2	4½	10	16	81	8	1	.....	800	.....	.....
	New York	Inside.	4	5½	14	20	140	11	1½	.....	1600	.....	.....
	St. Renie	Outside.	4	4½	13	24	113	11	1½	.....	1600	.....	.....
	Montreal	"	2	5½	14	20	109	10½	1½	.....	1200	.....	.....
	James Ferrier	"	2	"	14	20	109	10½	1½		1200		
	Caughnawaga	Inside.	4	"	14	20	140	11	1½		1600		

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MONTREAL AND CHAMPLAIN RAILWAYS OF CANADA.

and by this Company, on the 31st December, 1858, and miles run by the same up to that date.

Weight of Engine.		Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
Tons.	Galls.								
1800					Taunton Manufacturing Co.	1852	10505	72017	In use on freight.
1800					do	1852	11615	93364	In shop for repairs.
1600					do	1851	21195	125837	On passenger train.
1600					do	1852	21110	122314	do
1600					M. W. Baldwin, Philadelphia.	1851	3509	70180	On Faruham road, passenger.
1600					William Norris, do	1851	13757	74183	Ready for use.
2000					do do	1847	2181	33676	do
1200					M. W. Baldwin, do	1847		27066	Not in use.
1600					Kinmond & Co., Dundee...	1849	5060	53917	Ready for use.
1600					Amoskeag Co., Manchester	1853	10367		In use, frt. and pass.
800					Hinckley & Co., Boston...		3400		Ready for use.
1600					Amoskeag Co., Manchester.	1853	7830		In use, pass. train.
1600					do do		17883		Wood train.
1200					Kinmond & Co., Dundee...		10785		In shop, for new tyres.
1200					do do		11841		Ready for use.
1600					Amoskeag Co., Manchester.	1853	14311		In shop, new fire box

(Signed) JOHN DODSWORTH, *Superintendent Motive Power.*

M*

MONTREAL AND CHAMPLAIN RAILWAYS.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average weight in pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	TOTAL Number.
First Class Passenger Cars.					
Do. with 12 wheels.					
Do. with 8 wheels.		7	3	1	11
Second Class Pass. Cars, 8 wheels.		4			4
Emigrant Cars, 8 wheels.					
Baggage, Mail and Exp. 8 wheels.		7			7
Box Freight and Cattle, 8 wheels.					66
Platform Cars, 8 wheels.					
Gravel Cars, 8 wheels.					
Do. 4 wheels.					
Hand Cars.					
Snow Ploughs, large.					

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Stations:--

St. Lambert, Rous's Point, Montreal, Caughnawaga,

(Signed)

JOHN DODSWORTH,
Sup't. Motive Power.

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LE RAILWAY.

December, 1858, and miles run by the same up to that date.

ERE BUILT, OR DER'S NAME.	When first put in use.	Miles run during the year 1858.	Total Miles run since first put on road.	GENERAL CONDITION AND REMARKS.
Brothers, Montreal in, Hamilton.	1854 Aug. '58.	Unknown .. about 5000 ..	Undergoing thoro' repairs. Wants new Springs otherwise in good order.	

quite impossible to judge of the Engines mileage, and no record

(Signed)

J. F. BERNARD, *Superintendent.*

R*

LOCOMOTIVE RETURN OF CARILLON AND GE

Number, description and condition of Locomotive Engines owned by this Company, on the

ENGINES.		Connections.	Driving Wheels.		Cylinders		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender, with Wood and Water.	
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.					
1	Ottawa.....	Inside.	4	Ft. in 5 6	Inch. 14	Inch. 22	125	Feet 10	Inch. 14	Tons.	Galls 1500	Tons.	Tons.	K
2	Grenville.....	do	4	4 9	12	18	85	9 7 1/2	14	Unknown.	1200	Unknown.	Unknown.	D

This Line has been run very irregularly, and in winter, and sometimes at other intervals not at all has been kept. The Line is closed from about the 25th of Nov. to about May 1st, each year.

OF CARILLON AND GRENVILLE RAILWAY.

by this Company, on the 31st December, 1858, and miles run by the same up to that date.

Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender, with Wood and Water.	WHERE BUILT, OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total Miles run since first put on road.	GENERAL CONDITION AND REMARKS.
Unknown.	Galls 1500	Tons. Unknown.	Tons. Unknown.	Kinmond Brothers, Montreal D. C. Gunn, Hamilton.	1854 Aug. '58.	Unknown .. about 5000 ..		Undergoing thoro' repairs. Wants new Spring otherwise in good order.

at other intervals not at all, so it is quite impossible to judge of the Engines' mileage, and no record is kept, except by the Engineer, who reports to the Superintendent, once a year, to about May 1st, each year.

(Signed)

J. F. BERNARD, *Superintendent.*

K*



1.8 2.0 2.2 2.5 2.8 3.2 3.6 4.0 4.5 5.0 5.6 6.3 7.1 8.0 9.0 10.0 11.2 12.5 14.0 16.0 18.0 20.0 22.5 25.0 28.0 31.5 36.0 40.0 45.0 50.0 56.0 63.0 71.0 80.0 90.0 100.0

10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

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CARILLON AND GRENVILLE RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average Weight in pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	TOTAL Number.
First Class Passenger Cars.					
Do. with 12 wheels.					
Do. with 8 wheels.	2				2
Second Class Pass. Cars, 8 wheels	4				4
Emigrant Cars, 8 wheels					
Baggage, Mail and Exp. 8 wheels	2				2
Box Freight and Cattle, 8 wheels					
Platform Cars, 8 wheels	4				4
Gravel Cars, 8 wheels.					
Do. 4 wheels.					
Hand Cars	1				1
Snow Ploughs, large.					

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations :—

Carillon and Grenville.

(Signed)

J. F. BERNARD,

Superintendent.

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s, and miles run by the same up to that date.

LT ME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
n, Eng.	1836	4368	39312	
lphia..	1838	4368	30576	

me Decembre, 1858.

NNETON, *Secrétaire et Trésorier.*

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LOCOMOTIVE RETURN OF ST. LAWRENCE AND INDUSTRY VII

Number, description and condition of Locomotive Engines owned by this Company, on the 31st

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.					
				ft. in.	Inches	Inches		ft. in.		Tons. Cwt.	Gallons.	Tons. Cwt.	Tons. Cwt.	
1	Dorchester	Inside.	1 pair	4	10	15	64	6 10	1½	8	350	2	10	Joh
2	J. C. Pierce	Outside.	2 pairs	3 10½	10¾	20	94	7 6	1½	12	500	3	15	Wm

Je certifie que l'état ci-dessus est vrai et correct, au meilleur de ma connoissance et croyance. Villa
(Signé)

ICE AND INDUSTRY VILLAGE RAILWAY OF CANADA.

is Company, on the 31st December, 1858, and miles run by the same up to that date.

Water capacity of Tender.			WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
Gallons.	Tons, Cwts	Tons, Cwts					
350	2	10	John Stevenson & Son, Eng.	1836	4368	39312	
500	3	15	Wm. Morris, Philadelphia..	1838	4368	30576	

noissance et croyance. Village d'Industrie, 31me Decembre, 1858.

(Signé)

CHAS. A. PANNETON, *Secrétaire et Trésorier.*

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ST. LAWRENCE AND INDUSTRY VILLAGE RAILWAY

ROLLING STOCK.

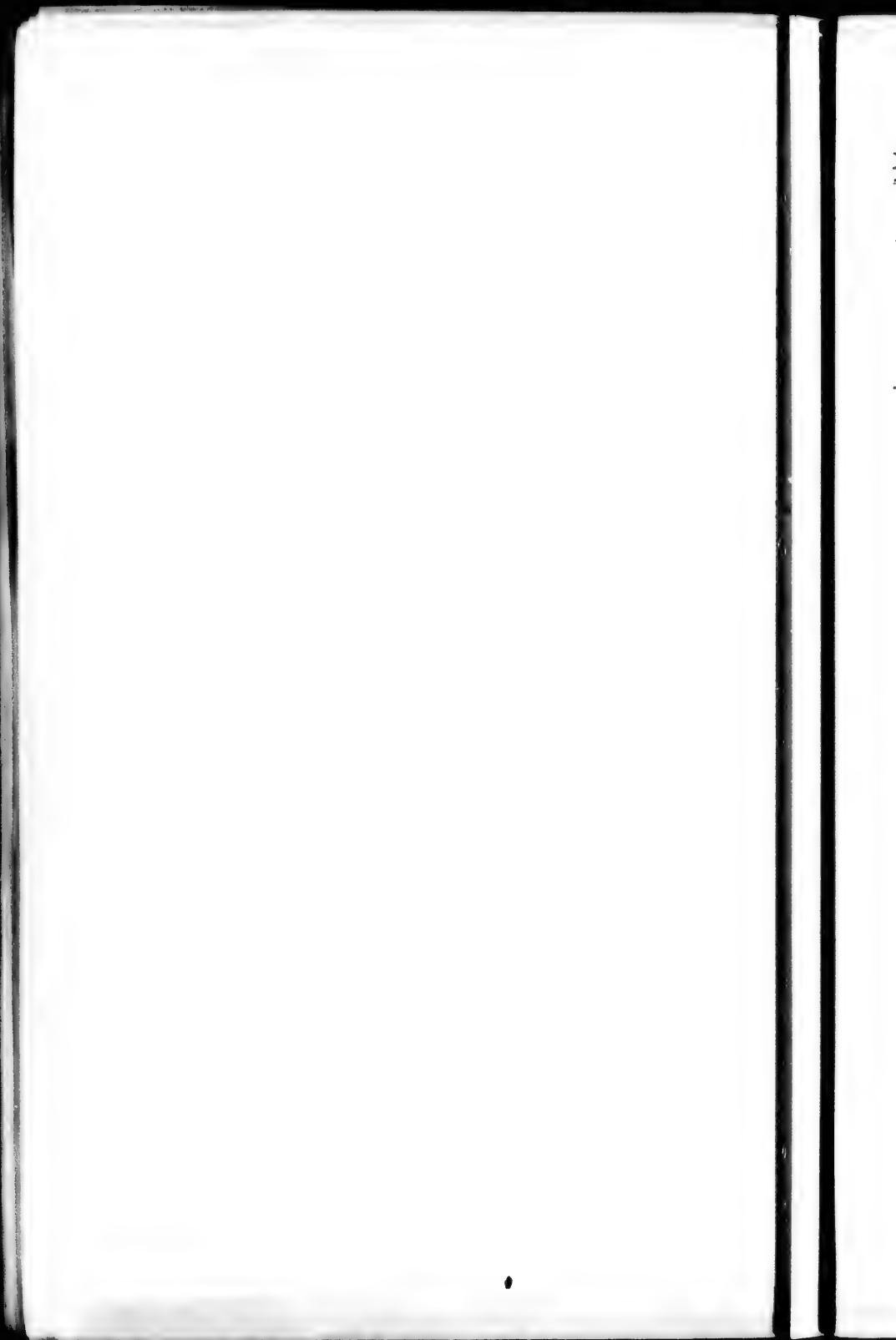
Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average Weight		Requiring Slight Repairs.	Requiring Heavy Repairs.	TOTAL Number.
	in Pound.	in good Repair.			
First Class Passenger Cars, with 4 wheels	3000		Slight Rep's		1
Do with 8 wheels					
Second Class Passenger Cars, 4 wheels	12000		Do		4
Emigrant Cars, 8 wheels					
Baggage, Mail and Express, 4 wheels	6000				2
Box, Freight and Cattle, 8 wheels					
Platform Cars, 8 wheels	12000				2
Gravel Cars, 4 wheels	30000				10
Hand Cars					2
Snow Ploughs, large					

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Stations :

(Signed)

CHAS. A. PANNETON,
Secretary & Treasurer.



LOY OF CANADA.

Number, description run by the same up to that date.

ENGINES		Miles run during the year 1898.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
No.	NAME.			
1	Hope	17376	34752	In working condition
2	Lindsay	19420	33000	In first rate "
3	Clifton	17375	17375	In working "
4	Havelock.....	13041	13041	In first rate condition for one year.

T

WILLIAMS, Superintendent.

P*

LOCOMOTIVE RETURN OF PORT HOPE, LINDSAY AND BEAVERTON AND PETERBORO

Number, description and condition of Locomotive Engines owned by this Company, on the 31st Decem

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE OR BUILDER'S
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.					
				ft. in.	Inches	Inches		ft. in.	Inches	Tons.	Galls.	Tons.Cwts	Tons.Cwts	
1	Hope	Outside.	6	4 $\frac{1}{2}$	16	22	143	12 $\frac{3}{4}$	14	28	1500	15	43	Amoskeag manuf
2	Lindsay	do	6	4 $\frac{1}{2}$	16	22	143	12 $\frac{3}{4}$	14	28	1500	15	43	do
3	Clifton	Inside.	4	5	15	20	151	10 $\frac{1}{2}$	14	22	1400	12	36	Manchester, N.
4	Havelock	do	4	5	16	22	158	11	14	26 $\frac{1}{2}$	1600	16	42 $\frac{1}{2}$	Kingston Locom

The above statement is correct.

I am, very respectfully, your o

(Signed)

ERTON AND PETERBORO' SECTION RAILWAY OF CANADA.

Company, on the 31st December, 1858, and miles run by the same up to that date.

Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT, OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
Cwts.	Tons. Cwts.					
5	43	Amoskeag manuf'g. Co., N.H.	-----	17376	34752	In working condition
5	43	do do	-----	19420	33000	In first rate "
2	36	Manchester, N.H.	April '58	17375	17375	In working "
3	42	Kingston Locomotive Works.	June, '58.	13041	13041	In first rate condition for one year.

n, very respectfully, your obedient servant,

(Signed)

A. T. WILLIAMS, *Superintendent.*

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P. H. L. AND BEAVERTON RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars,
owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average weight in pounds.	In good repair.	Requiring Slight Repairs.	Requiring Heavy repairs.	TOTAL Number.
First Class Passenger Cars					
First Class Passenger Cars, with 12 wheels					
Do. with 8 wheels		3			3
Second Class Passenger Cars, 8 wheels					
Emigrant Cars, 8 wheels					
Baggage, Mail, & Exp. 8 wheels		2			2
Box, Freight, and Cattle, 8 wheels		15			15
Platform Cars, 8 wheels		43		5	48
Gravel Cars, 8 wheels					
do 4 "		15	10		25
Hand Cars		11			11
Snow Ploughs, large					

The Cars in every train on this Railway have their wheels
and running-gear examined every trip, at the following
Stations :—

Port Hope, Lindsay and Peterboro'.

I cannot give weight of cars as we have no Scales.

I am, Gentlemen,
Your obed't Servant,

(Signed) A. T. WILLIAMS,
Superintendent, P. H. L. & B. R'y.

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